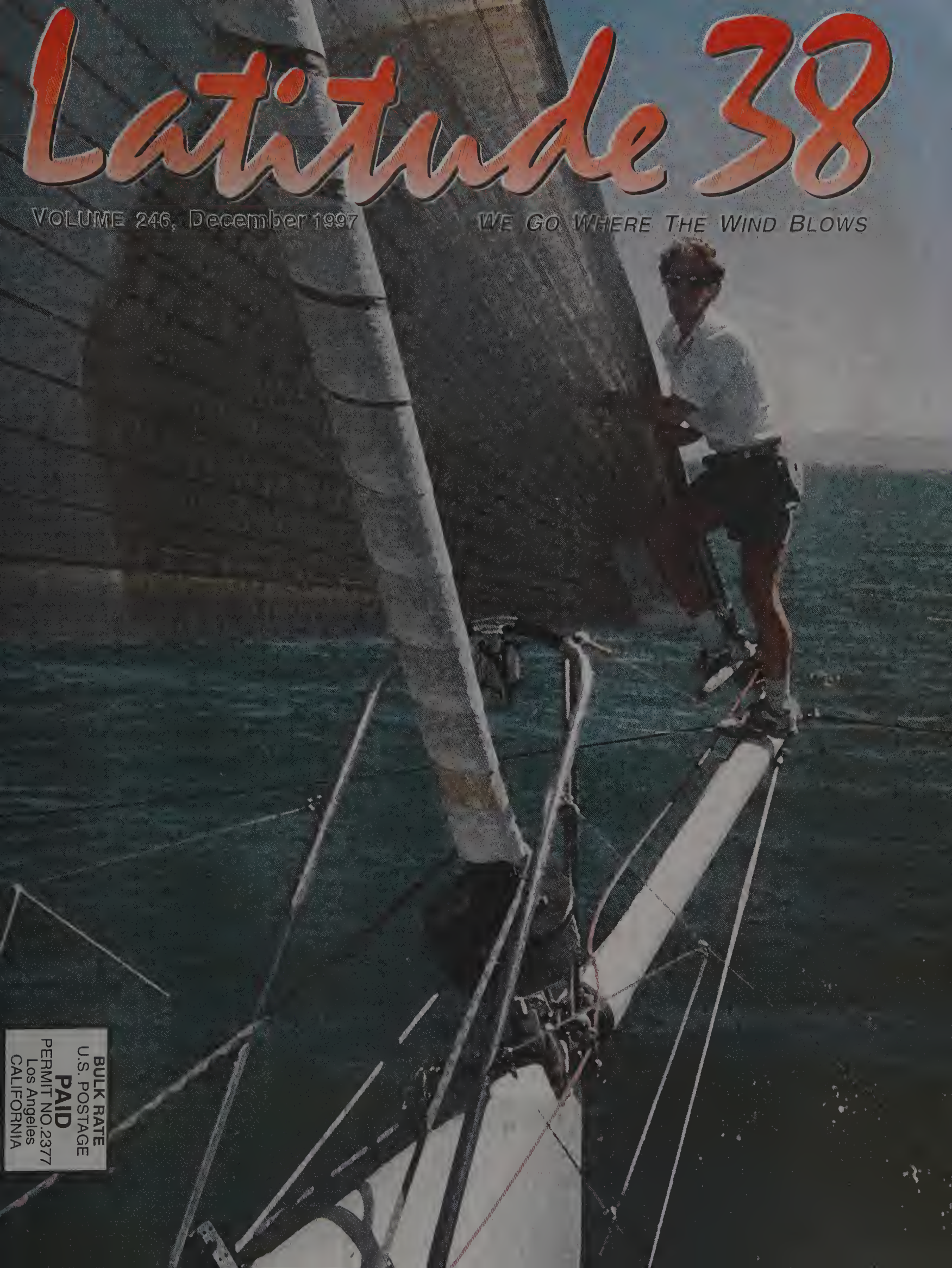


# Latitude 38

VOLUME 246, December 1997

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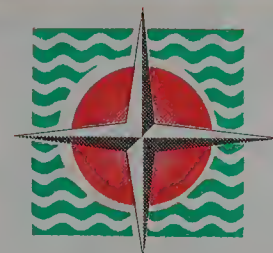
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\* These boats are located in Richmond



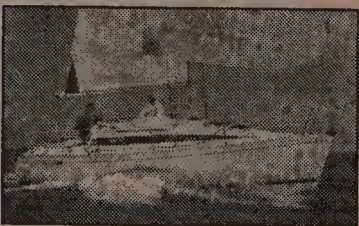
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COVER PHOTO AND GRAPHICS BY LATITUDE 38/RICHARD

*Deceptive speed. Judging from the surface of the water, it would appear that this boat couldn't be sailing faster than six or seven knots. But the boat is Steve Fossett's record-breaking trimaran Lakota, and even though it's only blowing about 12 knots, she's screaming across the Bay at 20 knots. Ben Wight stands on what in the days before roller furling was known as a 'widow maker'.*

*Correction: The photo credit for last month's cover of the CT-41 Kate was incorrect. The beautiful photo was taken by Chuck Saunders of Foto/Boat. Our apologies.*

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Lacust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.





# Call About Our New Boat Buyers Outfitting Program !

***This month's product picks...***

## **BENETEAU**

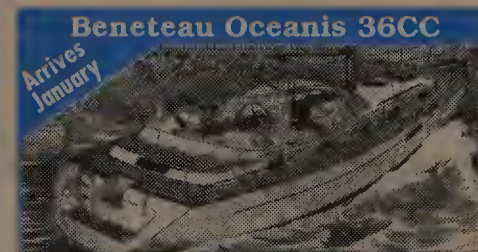
62 • 50 • 461 • 411 • 381 • 352 • 321 • 281 • 44CC • 40CC • 36CC • 42s7 • 36s7

### **Order Your New Beneteau Now!**

**T**he boating press has nominated four new Beneteau models for 'Boat of the Year' honors for 1998, the Oceanis 36 center cockpit, Oceanis 381, Oceanis 411 and the Beneteau 50. No other manufacturer has ever had four candidates honored in the same year. When you consider the innovation of design, quality of construction, and value, it is no surprise that Beneteau receives such recognition. Each of these boats is unique and offers boaters the great performance and a level of design comfort and safety that leaves the competition in their wake.

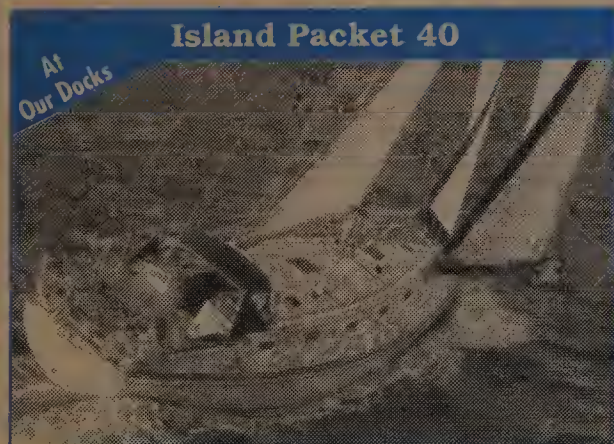
If you're looking for more in a sailboat, think Beneteau. And if you're thinking of spring sailing on a new Beneteau, you'll need to reserve a production slot now, as delivery is running 5 to 6 months because of demand for these boats.

Call today to get details on the new Beneteaus and make arrangements to see these great boats. Maximize your boat buying options to include a new Beneteau as your 'Boat of the Year.'



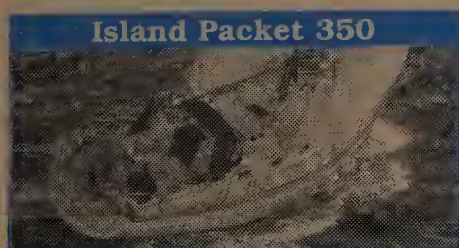
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## See Her at Our Dock and Compare: 34' Gemini 105 vs. Any 37' or 38' Monohull

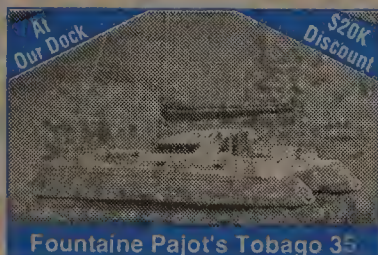
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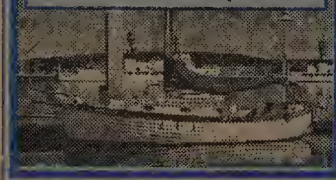
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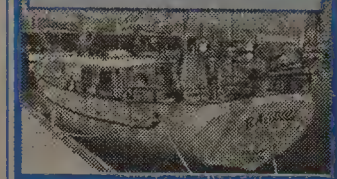
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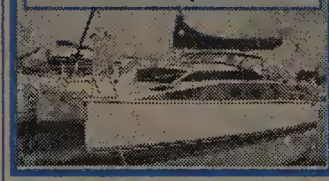
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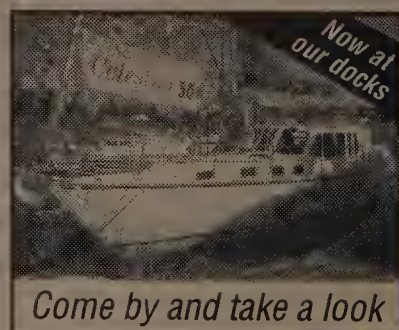
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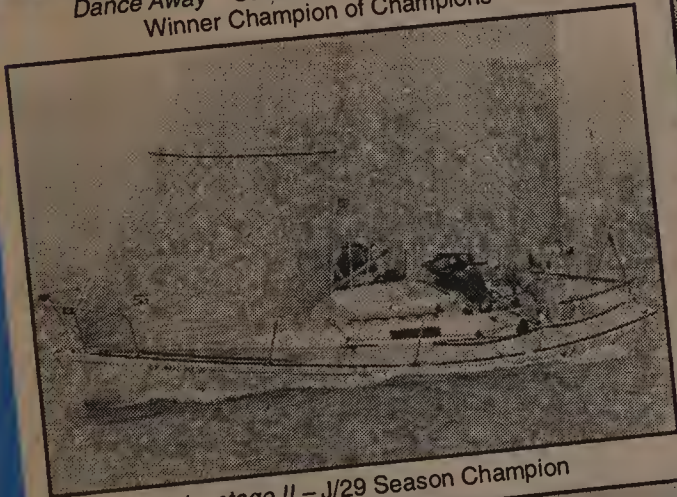


❧ Season's Greetings ❧

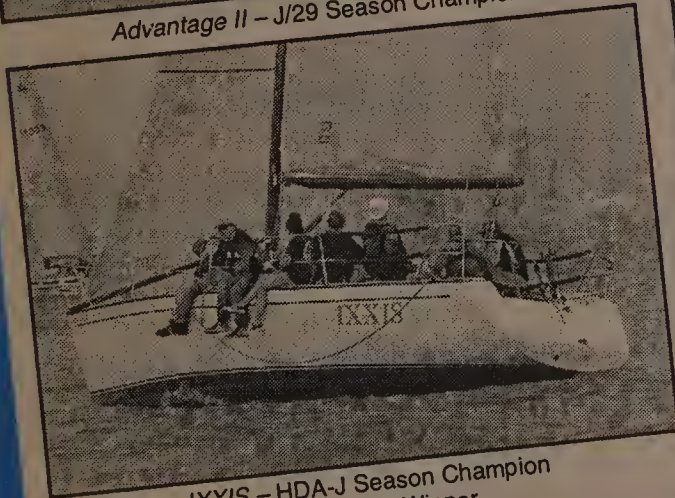
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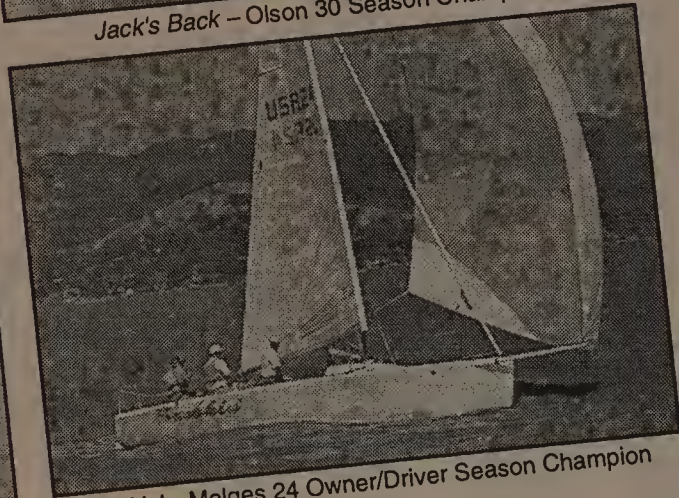
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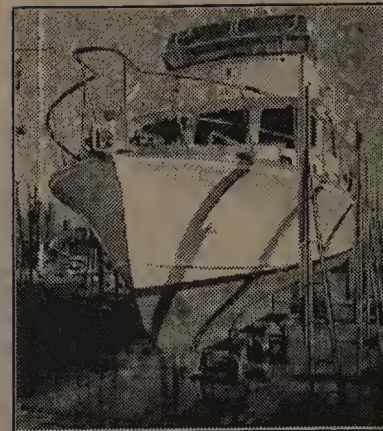
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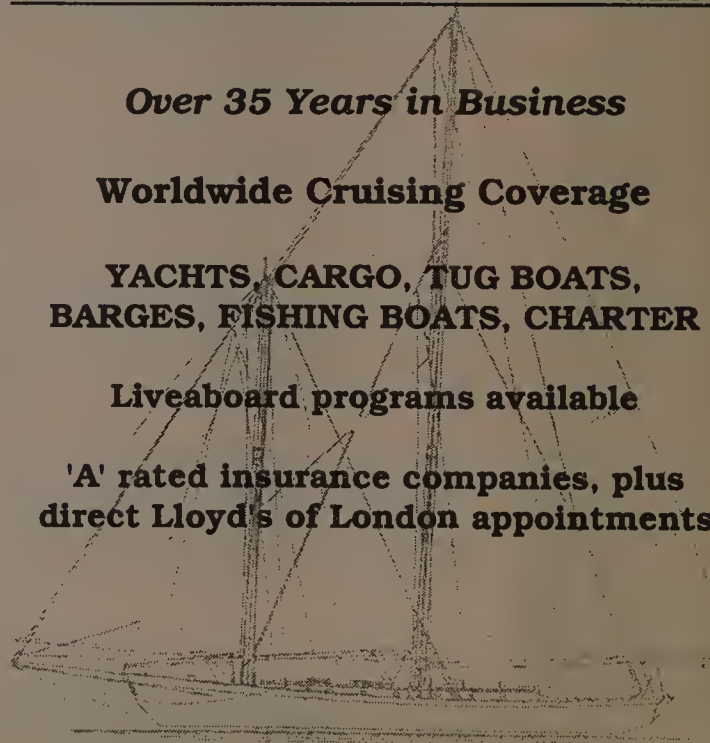
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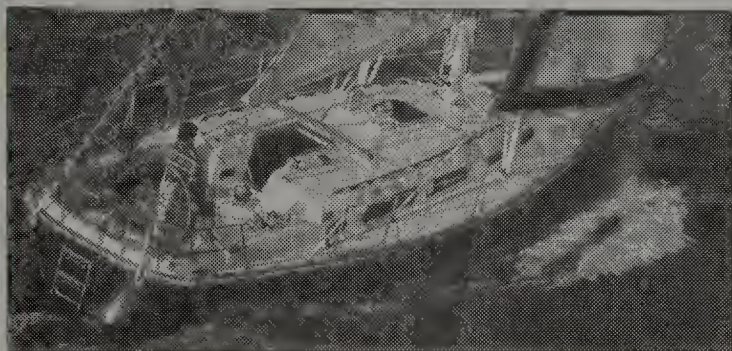




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**Sabre 362**

The new generation of Sabre styling, combining performance and ease of handling. Two sold on the Bay. Please call for more information.



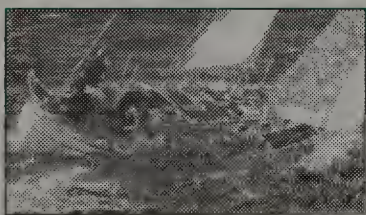
**Sabre 402**

*Cruising World* 'Boat of the Year'. Three sold on the Bay. Call for an appointment to view this Jim T aylor designed performance cruiser.



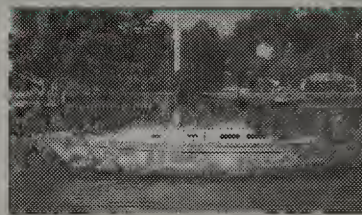
**Swan 411**

**\$159,000**



**Esprit 37**

**\$94,000**



**Cal 39**

**\$64,500**



**C&C 41**

**\$115,000**



**44' Swan 441**

**\$149,750**



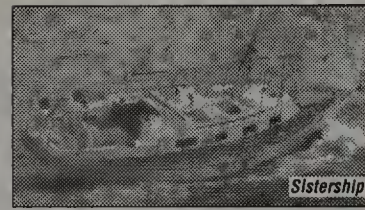
**Golden Wave 42**

**\$115,000**



**Explorer 45 Ta Shing**

**\$103,500**



**Cheoy Lee Pedrick 36**

**\$57,500**



**Maxi MORC Wolf Pack**

**\$62,500**



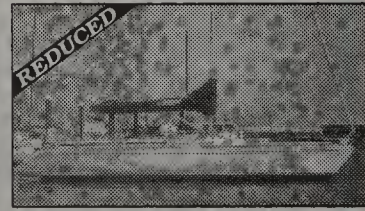
**Tartan 41**

**\$59,000**



**Baltic 51**

**\$362,000**



**Swan 39**

**\$119,500**



**36' Angelman Sea Witch**

**\$65,000**



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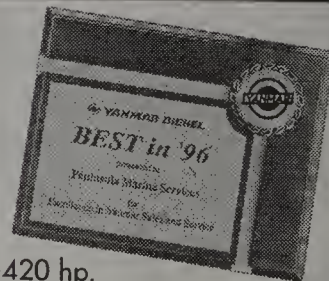
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- ★ CATALINA 42 MkII – Rich & Donna Beckett

### MARCH

- ★ HUNTER 31 – Michael Bernard
- ★ CATALINA 36 – Michael Byrne

### APRIL

- ★ CATALINA 38 – John Foy
- ★ MOORO TORO B – Ian Idgit

### MAY

- ★ CATALINA 34 – Stu Samuels
- ★ BENETEAU 305 – Chris & Carol Noe
- ★ CATALINA 34 – Applegarth, et al
- ★ CATALINA 34 MkII – Dave & Barbara Wibblesman

### JUNE

- ★ CAPRI 14.2 – Walter Wilson & family
- ★ CATALINA 28 MkII – Maurice & Elena Lieberman
- ★ CATALINA 380 – Ed & Terry Keible
- ★ NONSUCH 30 – Paul & Mary Cosper

### JULY

- ★ IRWIN 34 – Bob Livingston
- ★ CATALINA 27 – Greg & Anne Turek

### AUGUST

- ★ DARTSAILER – Larry Wuter
- ★ CATALINA 34 – Gary Moore

### SEPTEMBER

- ★ ERICSON 32 – Ed McCann & Dave O'Connell
- ★ CATALINA 30 – Todd Klaus
- ★ CATALINA 28 MkII – Jim & Mary Chrysler
- ★ CATALINA 30 – Chris & Debbie Brown

### OCTOBER

- ★ CATALINA 30 – Steve & Holly Sweet
- ★ ARIES 32 – Tom Hinckley
- ★ NEWPORT 30 – Chuck & Elaine Wright

### NOVEMBER

- ★ CATALINA 320 – John & Helen Davis
- ★ CATALINA 42 – Leonard & Connie Wrate
- ★ BRISTOL 29.9 – Doug & Joanne Hamilton

- ★ CATALINA 400 – Ron & Kathryn Lawrence

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- ★ CATALINA 34 MkII – Greg & Joanne Koering

- ★ CATALINA 30 – Aaron Gregg

- ★ CATALINA 42 – Larry & Carolyn Dunn

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- ★ ORION 27 – Malcolm Stewart

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- ★ TICON 34 – Don Lenhardt & Mitch Templeton
- ★ HUNTER 35.5 – Pete Hamm

- ★ CORONADO 15 – Carroll Bartlett
- ★ CATALINA 36 MkII – George & Dee Latham

- ★ CATALINA 30 – Walt Nagle
- ★ NONSUCH 26 – Brian Bouch & Bob Lee

- ★ CATALINA 320 – John & Mary O'Connell
- ★ HYLAS 33 – Kitt Steenbock
- ★ CATALINA 380 – Lloyd Mahaffey

- ★ O'DAY 37 – Brian Pridden
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- ★ NOVA 42 – Ron & Doris DeVries

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- ★ NONSUCH 30 – Bob & Janice McPeck
- ★ CATALINA 42 – Doug McLafflin
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- ★ MORGAN 382 – Steve Rose
- ★ NONSUCH 35 – Ian Layda
- ★ CATALINA 36 – Bill & Chris Canada

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- ★ CATALINA 30 – Jim & Heidi Humphries

- ★ HUNTER 37 – Tom & Brenda Ralston
- ★ ISLANDER 36 – Darlene Munson

- ★ MARINER 34 – Ken Mayer
- ★ PASSPORT 40 – David Hotze
- ★ CATALINA 36 MkII – Gary Rich

- ★ MARINE TRADER – Steve & Linda Golly
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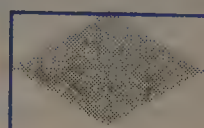
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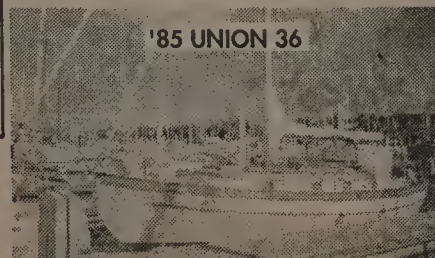
Jim Butterworth

Ed Milano

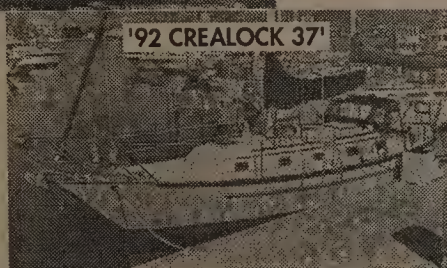
## HOME OF THE OPEN BOAT WEEKEND December 13 & 14 10 am to 4 pm (Weather Permitting)



'84 O'DAY 34



'85 UNION 36



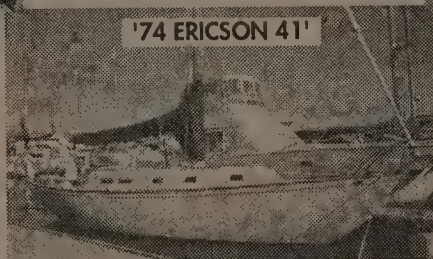
'92 CREALOCK 37'



'87 SABRE 42'

# X MARKS

## THE SPOT...

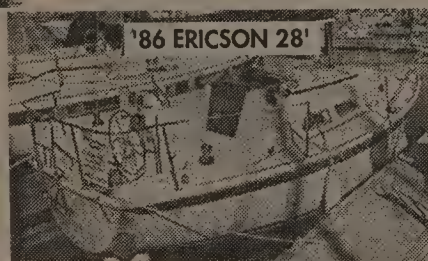


'74 ERICSON 41'

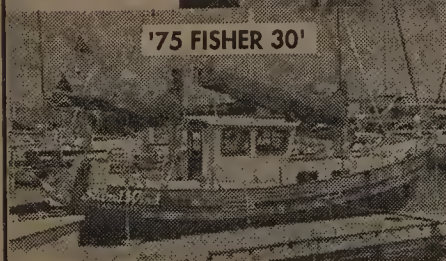
## ...TO BUY or SELL...



'77/'78 HANS CHRISTIAN 38'

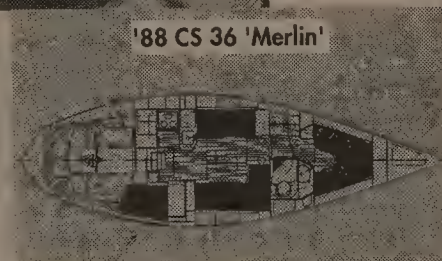


'86 ERICSON 28'



'75 FISHER 30'

## ...YOUR BOAT

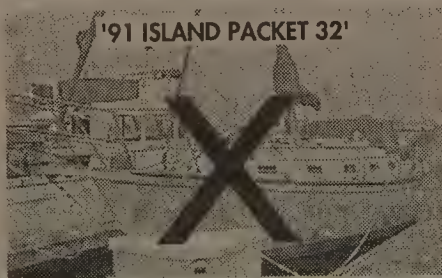


'88 CS 36 'Merlin'

S  
O  
L  
D



'81 MULL 45' (aluminum)



'91 ISLAND PACKET 32'



'78 PACIFIC SEACRAFT 31'

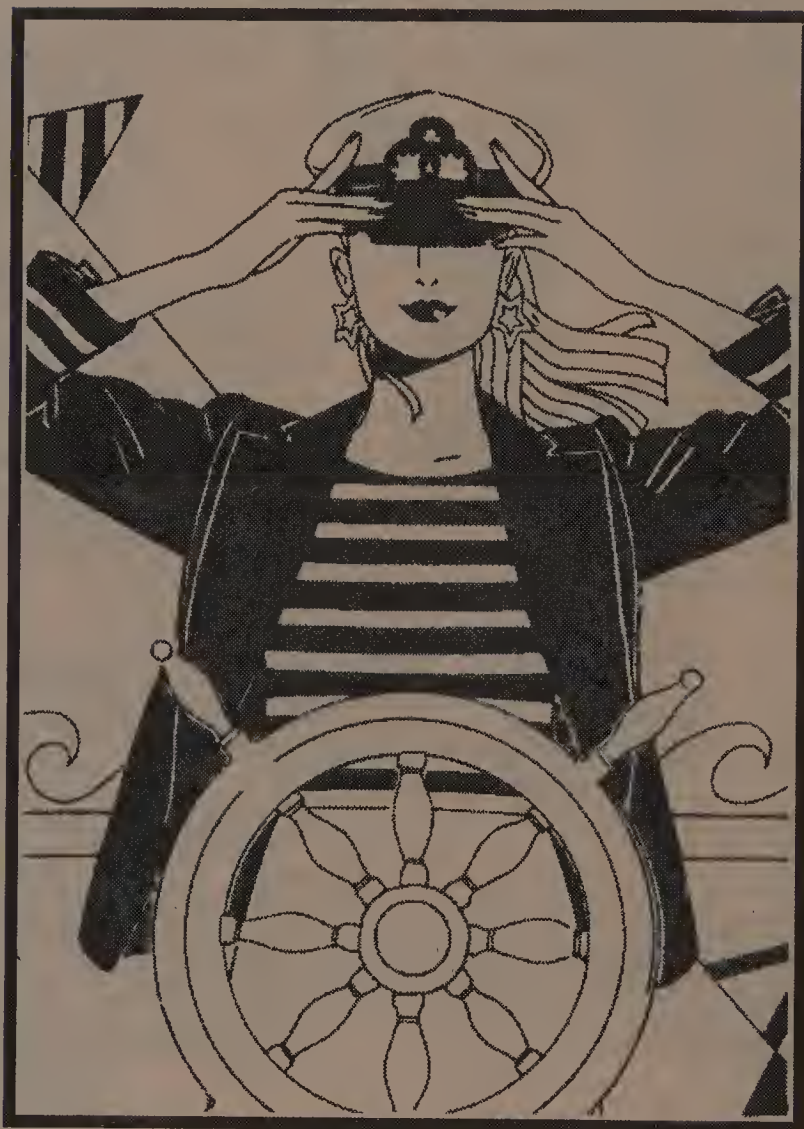
S  
O  
L  
D



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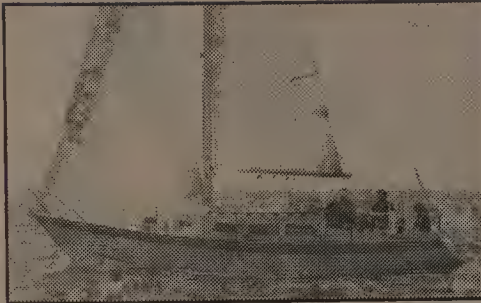
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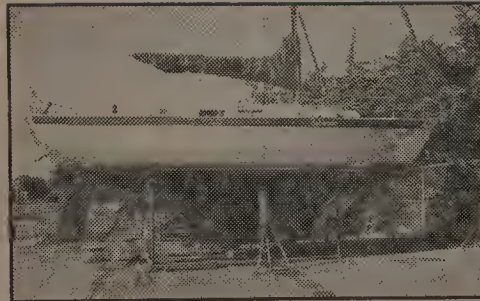
BUC  
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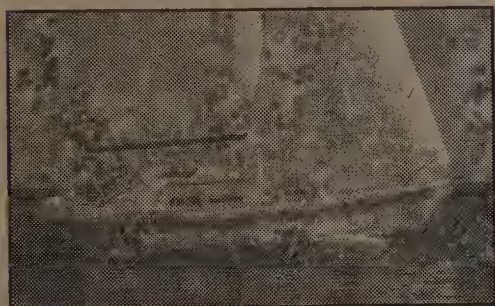
**32' FUJI KETCH, 1977**  
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**33' NEWPORT, 1983**  
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**35' NIAGARA, 1981**  
A tough cruiser by Hinterhoeller (Nonsuch) in great shape. Asking \$67,500.



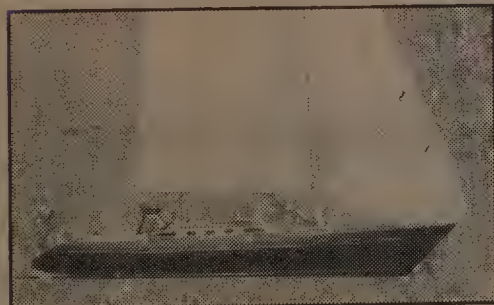
**26' ERICSON, 1987**  
Shows like new; I/B diesel.  
Asking \$21,000. (sistership)



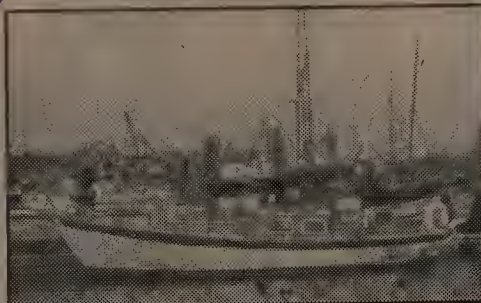
**39' WESTSAIL SLOOP, 1980**  
Heavily built performance cruiser.  
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**36' SEA RAY, 1985**  
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PHOTO: TOM LYON



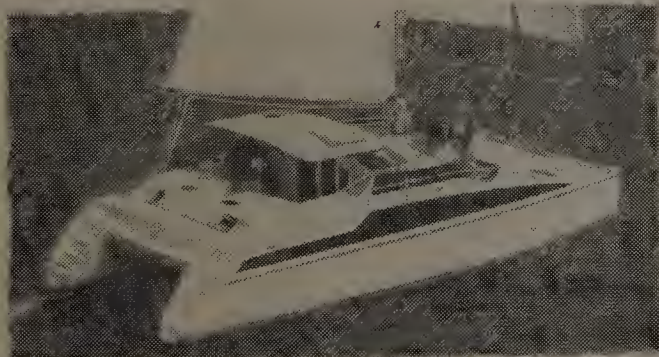
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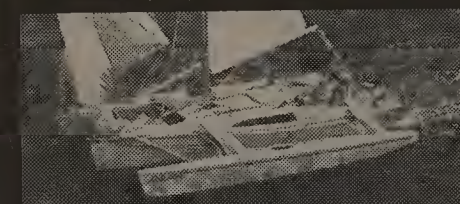
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**F-24 Mk II. Demo.**  
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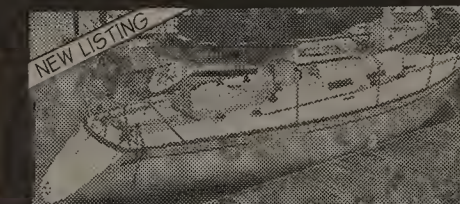


**F-27. Hull #150 now available.**  
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**F-24 Mk I.** Trailerable sailing sports car. One ready to go. Demo. Reduced to \$29,900.

**NEW LISTING**



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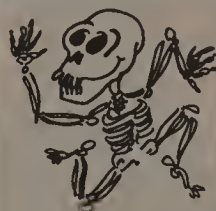
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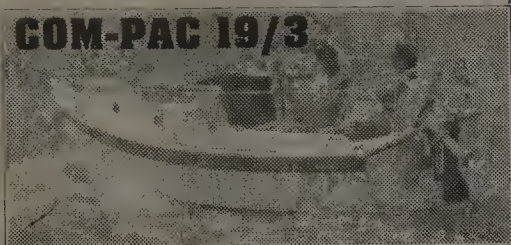
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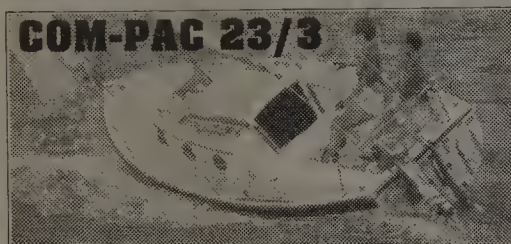
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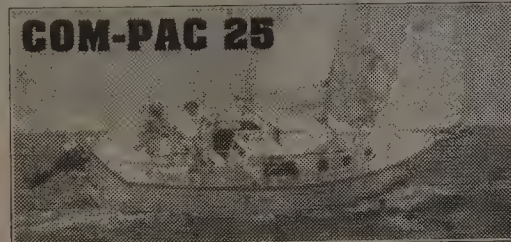
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### TRAILERABLES WITH TRAILERS

9' Montgomery dinghy	16' International 470	23' Aquarius
12' Montgomery	16' Neptune	23' Newport
13' Cyclone	16' Snipe	23' Santana 2023
14' Capri	17' Vagabond	24' J/24
14' Kite	17' Venture (4)	24' Venture
14' Satellite	18' Sea Crown	25' Bayliner
14' Vagabond	20' Santana	25' Catalina
14' Holder	21' Venture	25' Lancer
15' Coronado (2)	21' San Juan	25' MacGregor
15' Force 5	22' Catalina (5)	25' Santana 525 (2)
15' Windmill (2)	22' Chrysler	25' Coronado
15' Montgomery (2)	22' O'Day	26' Balboa
15' W.W. Potter	22' Santana	26' MacGregor
16' Glen L	22' Star	26' Reinell
	22' Venture 222	

### TRAILERABLES WITHOUT TRAILERS

8' El Toro  
11' Ace Row Boat  
15' Force 5

### POWER BOATS

16' Lundskiff

### MULTIHULLS

14' Hobie (2)  
16' Hobie (4)  
18' Prindle  
19' Prindle  
25' Piver Tri

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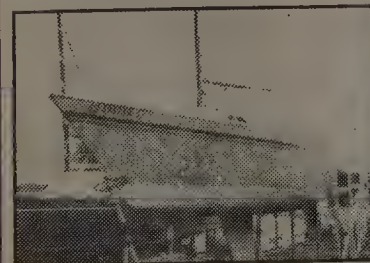
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Asking \$1,595 with trailer.



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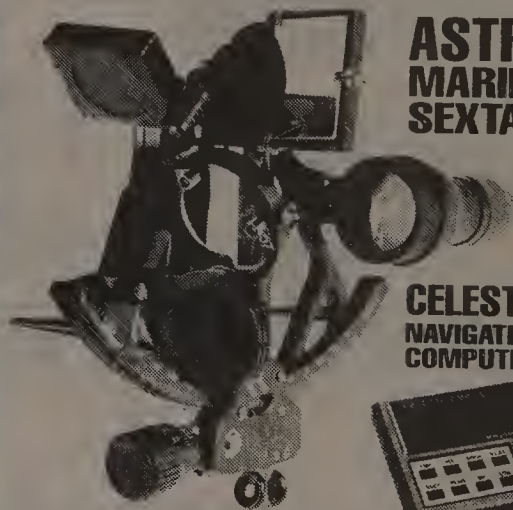
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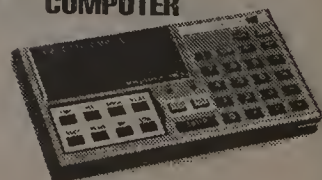
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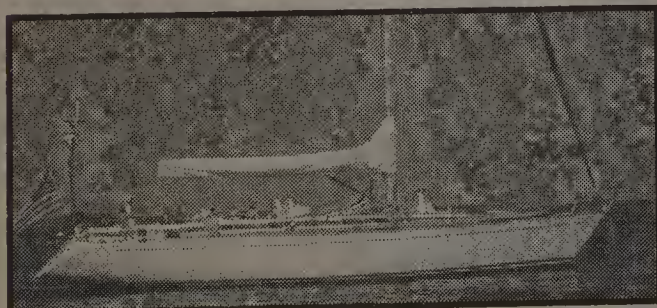
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**SWAN**  
PACIFIC  
SOUTHWEST



**SWAN 53 (1990):** Used only for West Coast cruising since new, with less than 500 engine hours, offered by the original owner. Immaculate throughout, this vessel shows virtually no use, having never raced, and sailed only locally since 1991. The owner equipped the boat for single-handed sailing, with such features as electric winches, Harken mast track, furling jib and lazy jacks. However, the boat also has a tall rig, high-performance primary winches, and a standard keel. Cruising amenities include generator, watermaker, SSB, radar and heating. You will not find a better Swan 53 anywhere. Alameda, **\$660,000.**



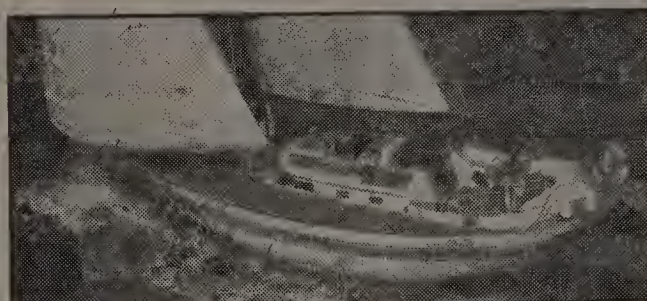
**SWAN 391 (1984):** Offered by original owner, who is buying a larger Swan. Used for local family cruising and some racing. Since new, it has been continuously upgraded with sails and electronics, including SSB, GPS and weatherfax. San Diego, **\$139,000.**



**SWAN 46 KARJALA (1985):** Consummate world cruiser w/ Scheel keel, aft entrance, extra-thick teak decks, SSB, Ham, radar, watermaker, heating, 145 gal fuel. Stunning condition with all systems in excellent order. New bottom paint, B&G A/P. Newport Beach. **\$339,000.**



**GRAND BANKS 42 SEA SPIRIT (1979):** This is a highly upgraded, professionally-maintained vessel, whose owners have sought to make it one of the most charming Grand Banks 42s on the West Coast. From the high-gloss varnish throughout the interior, to the Ralph Lauren-style furnishings and oriental rugs, this boat will instantly win your heart. It has low engine hours, a new Northern Lights generator, updated electronics, a freshly decorated interior, new exterior dark blue canvas, and a custom bed in the aft cabin. If you see this boat, you will want to own it. Long Beach, **\$195,000.**



**LAFITTE 44 TENACIOUS (1984):** This is the most immaculate, unused brokerage boat imaginable, like new in all respects. Under full boat cover since new and professionally maintained to the highest yacht standards, it shows absolutely no wear. Perkins 4-154 (850 hrs), Northern Lights 5 kw (64 hrs), GPS, radar, SSB. Newport Beach, **\$195,000.**



**SWAN 51 HARLOT (1985):** Featuring new royal blue hull, almost unused '94 racing sails, low engine hours, furling jib, radar, new Robertson autopilot, and an exceptionally clean interior, including 4 staterooms and 3 heads. Kept under full cover, it shows excellent care. Marina del Rey, **\$369,000.**



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Cal 2-29	\$150	Unlimited use of all these boats. \$195/MO	
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Newport 30	\$170		
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\* Price/month on 12-month agreement

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## CALENDAR

### Nonrace

**Dec. 5** — Catalina 30 Fleet One Membership Meeting at Encinal YC, 6:30 p.m. Info and RSVP, (510) 658-1705.

**Dec. 6** — Lighted Boat Parade in the Petaluma Turning Basin, 6:30 p.m. Info, (707) 792-1292.

**Dec. 6** — Marina West YC 18th Annual Delta Reflections, a lighted boat parade in Stockton. MWYC, (209) 474-6992.

**Dec. 6** — 21st Lighted Boat Parade on the Estuary, with related festivities occurring at Jack London Square. 3-9 p.m. Details, (510) 834-4591.

**Dec. 6** — Whitbread Race Show #8 on ESPN, 1 p.m. Check local listings, as these shows get bounced around a bit.

**Dec. 6** — Santa Cruz Yacht Harbor Lighted Boat Parade, 5:30 p.m. Info, Ron Merrall, (408) 423-9680.

**Dec. 6-7** — Open House at the DeWitt Studio (1416 Sandpiper Spit Rd., Pt. Richmond). Meet former sailmaker turned artist Jim DeWitt between 10 a.m. and 5 p.m. For directions or more info, (510) 232-4291.

**Dec. 7** — San Leandro Lighted Boat Parade — cancelled due to dredging delays. Info, (800) 559-SAIL.

**Dec. 10** — Re-air of Whitbread Show #8 on ESPN at noon.

**Dec. 10** — SSS TransPac Seminar #4: "Electronics." A free seminar beginning at 7:30 p.m. at Oakland YC. Terry McKelvey, (510) 527-9433.

**Dec. 13** — Sausalito Lighted Yacht Parade, after dark on the waterfront. Sausalito Chamber of Commerce, 332-0505.

**Dec. 13** — "Road to the America's Cup" on ESPN, 3 p.m.

**Dec. 13** — Full moon on a Saturday night, big minus tide (1.1 feet), a whopping 5.4-knot ebb and just 12 shopping days until Christmas. Party on!

**Dec. 13** — Hans Christian Owners Association Holiday Party at Corinthian YC. Gary Jensen, (510) 490-6213.

**Dec. 13-14** — Open Boat Weekend at Marina Village, weather permitting. Hundreds of new and used boats in one place waiting for your inspection. Harbormaster, (510) 521-0905.

**Dec. 19** — Hogin Sails Christmas Party, 3 p.m. at their Alameda loft. RSVP, (510) 523-4388.

**Dec. 21** — Whitbread Race Show #9 on ESPN, 10 a.m.

**Dec. 21** — Winter Solstice. We used to think this was the shortest day of the year until we read this month's Max Ebb.

**Dec. 23** — Happy Hanukkah!

**Dec. 24** — Re-air of Whitbread Show #9 on ESPN, 11:30 a.m. Program the VCR and then hit the malls.

**Dec. 25** — Merry Christmas!

**Dec. 26** — Boxing Day. Mike Tyson's favorite holiday.

**Dec. 29** — Pacific Cup Northwest Winter Gathering at Ray's Boathouse in Seattle, 6 p.m. Ned Flohr, (206) 282-5484.

**Jan. 1** — "International Year in Sailing" on ESPN, 2:30 p.m.

**Jan. 3** — Re-air of above show.

**Jan. 16-25** — San Francisco Sports and Boat Show at the Cow Palace. Info, 931-2500.

**Jan. 17** — "Choosing the Right Sailboat," first in a series of free seminars at Stockdale Marine & Navigation Center (Sacramento), 10 a.m. Seminar leaders are Eric Hadley and Gale Stockdale. Info, (916) 332-0775.

**Jan. 24** — Ham Radio class at Oakland YC, followed two weeks later by a review course and practice test for the FCC exam. \$75; class limited to 30 people. Rich Beckett, (510) 521-1559.

**Jan. 27** — US Coast Guard Auxiliary Basic Coastal Navigation classes begin, 7:30-9:30 p.m. on Yerba Buena Island. Continues for the next six Tuesdays. \$35 fee includes textbooks. Kay, 399-3411.

**Jan. 30** — Loft Party at Pineapple Sails, celebrating 25 years in the sailmaking biz. 7-10 p.m. RSVP, (510) 444-4321.

**Jan. 31** — "The Perfect Trailerable Sailboat," a free seminar





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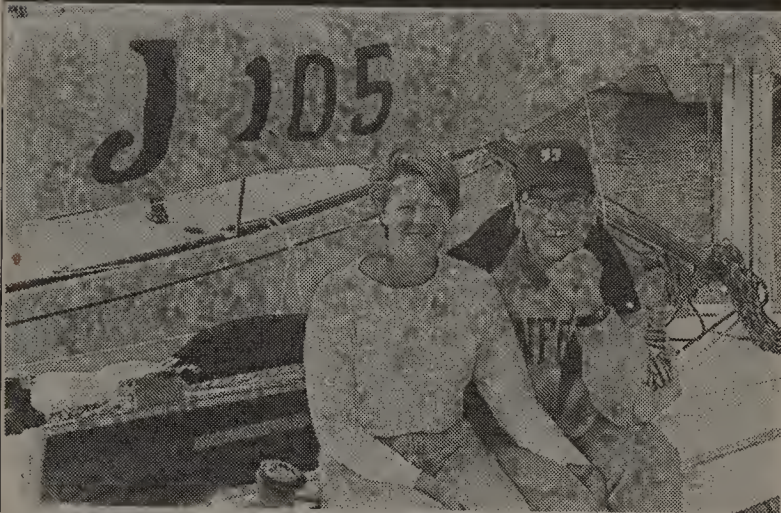
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# J/105

## New Owner Profile



Alan and Kim Kelly head out for their first sail on their new J/105.

**Owners:** Alan and Kim Kelly.

**Background:** Alan grew up sailing and racing with his father on Lake Washington aboard the family's Sea Lark 14. Since then he's been primarily a dinghy sailor racing OK dinghies in Florida and Etchells and 505s on the Bay. Kim is just getting involved in sailing, having been introduced by Alan through charter sailing.

**Why a J/105?** "Though this is the first boat I've ever owned, I had a pretty good idea of what I wanted in a boat. After surveying the market there was really no other boat out there that fit the criteria except the J/105.

"First off I wanted a boat that I thought would handle the Bay comfortably. While I've done lots of small boat sailing, I wanted a boat for the family and to entertain friends and work associates. To take a young family — my kids are one and two years old — or novice sailing friends on the Bay, I thought 35' would be a comfortable size.

"I wanted it to serve many purposes too. I don't want to give up racing, so I wanted a boat that is a competitive racer. As far as I'm concerned one-design racing is the only way to go, so I wanted a well developed, growing and competitive class. The J/105 continues to be one of the most vibrant classes on the Bay. I also wanted a good daysailer, family boat and weekend cruiser. As far as daysailing and entertaining friends and family, it has a great cockpit and is very easy to rig and to sail.

"Additionally, I really wanted a sprit boat. I wanted the greater simplicity of the new asymmetrical chutes. They are easier when sailing shorthanded or with novices, and still provide the performance advantages without the hassles.

"The J/105 was really the only boat on the market I'd even consider. I also want to compliment Sail California for their excellent service, knowledge and support throughout the sale. Nelson's Marine also did a superb job on the blades and putting the new bottom and topsides on the boat. We're looking forward to getting out on her often."

Jeff Trask • Jeff Brown

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FAX (510) 522-0641

## CALENDAR

with Eric Hadley and Gale Stockdale at Stockdale Marine, 10 a.m. Call (916) 332-0775 for details.

**Apr. 23-27** — Pacific Sail Expo at Jack London Square. Save the dates! Info, (800) 817-SAIL.

### Racing

**Dec. 6** — Perry Cup for Mercuries, races 4-6. Monterey Peninsula YC; Dick Clark, (408) 624-3956.

**Dec. 12, 1987** — Ten Years After (from the January 1988 issue): "Saturday, December 12, was one windy day. Winds gusting over 100 miles an hour closed the Golden Gate Bridge and



'Sgt. Schultz's wild ride. Where is this boat today?

SFO. Buses were blown over, trees and telephone poles were uprooted. The top five floors of the TransAmerica Pyramid were carried away, and several Pacific Heights mansions were later found in Daly City.

"Only mad dogs, Englishman and the *Latitude 38* photo boat dared go out on the Berkeley Circle for the second weekend of the Metropolitan/Berkeley YC's midwinters. It was brutal sailing, the kind that separates the champs from the chumps. Most boats stuck with their smallest steel-belted radial storm sails, but some — such as the J/24 *Sgt. Schultz* — actually set kites and went for the warp speeds. It was an expensive ride for some, such as Mike Bruzzone, whose Express 27 *Desperado* blew its mast into three pieces. But replacing the mast will be cheap compared to the bill we're sending him for the tow to the Berkeley YC.

"Seriously, our hat is off to anyone who even left the harbor that morning. The next day, Sunday, wasn't nearly as windy, but the race committee, which was as tired of the blowout conditions as the racers, cancelled the second day of racing anyway."

**Dec. 13** — Whitbread Leg III starts: 2,250 miles from Freo to Sydney. Keep checking <http://www.whitbread.org> for updates.

**Jan. 1** — Master Mariner's New Year's Day Race and Chili Rendezvous. Peter English, 456-8355.

**Jan. 4** — Whitbread Leg IV starts: a mere 1,270 mile jaunt from Sydney to Auckland.

**Jan. 18-23** — GMC Yukon Yachting Key West Race Week, five days of fun and sun in Florida for offshore one designs (including a class of a dozen or so Farr 40s), IMS and PHRF boats. Premiere Racing, (781) 639-9545.

**Jan. 24** — SSS Three Bridge Fiasco, an event worthy of the name. Over 200 boats will once again try to figure out the best way to visit the three bridges of the Central Bay. Don't forget your '98 PHRF certificate! Paul Miller, 924-0767.

**Jan. 27-31** — Miami Olympic Classes Regatta. US Sailing, (401) 683-0800.

**Feb. 4** — First of several starts in the San Diego to Puerto Vallarta Race. MEXORC is scheduled to follow on February 28. San Diego YC, (619) 221-8400.



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## BENETEAU 38s5

This performance cruiser offers exciting sailing and a luxurious 2-cabin interior designed by Philippe Storck. Professional maintenance has kept this boat in immaculate condition. The deck hardware and running rigging have been upgraded for optimum efficiency. A capable, dual purpose boat for only \$109,000.



## J/35

Skye is a 1988 J/35 that has been raced very little. She is a 'new style' model. New listing. At our docks. \$72,000.



## J/80

This '95 J/80 has only been sailed a few times. Like new. On display, on her trailer, in Alameda.



## CUSTOM CAPO 30

This 1990 Carl Schumacher design is specifically modified for San Francisco Bay. Two double quarter berths, galley, nav station, enclosed head. Complete sail inventory.

A great value for the racer/cruiser at

**\$42,000.**

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## EXPRESS 37s

Strict one-design fleet with no professionals. Owner/driver rule and limited sail purchases. Participate in Big Boat series, YRA or family cruising. Two from \$74,500.



## SANTANA 35

This racer/cruiser with an enduring one-design fleet is easily one of the best values on the Bay.

Two from \$29,900.



## C&C 40

One of C&C's finest boats. Exc. performance, nice interior finish w/ teak & holly sole, extensive mahogany. Fun to race & very comfortable to cruise w/ family. Harken furling, autopilot, wind/water elect., hot/cold pressure water, spinnaker gear, more. A lot of boat for \$74,500.

## OPEN BOAT WEEKEND

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38' Wylie, '86, *High Strung* ..... 89,500  
38' Beneteau, '92, *Just in Time* ..... 109,000  
37' Express, '85, *Secret of NIMH* ..... 74,500  
37' Express, '84, *Danville Express* ..... 86,000

35' J/35, '88, *Skye* ..... 72,000  
35' Oyster SJ Hustler, '88, *Cabaret* ..... 49,500  
35' Santana, '78, *Mud Shark* ..... 29,900  
35' Santana, '79, *50/50* ..... 39,900  
34' Catalina, '85 ..... 52,000

30' Capo, '90, *Screamer* ..... 42,000  
26' J/80, like new ..... 34,500  
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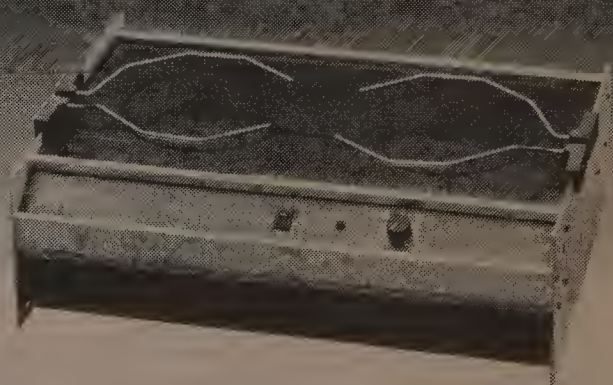
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# INTRODUCING THE NEW

ONE DESIGN

35

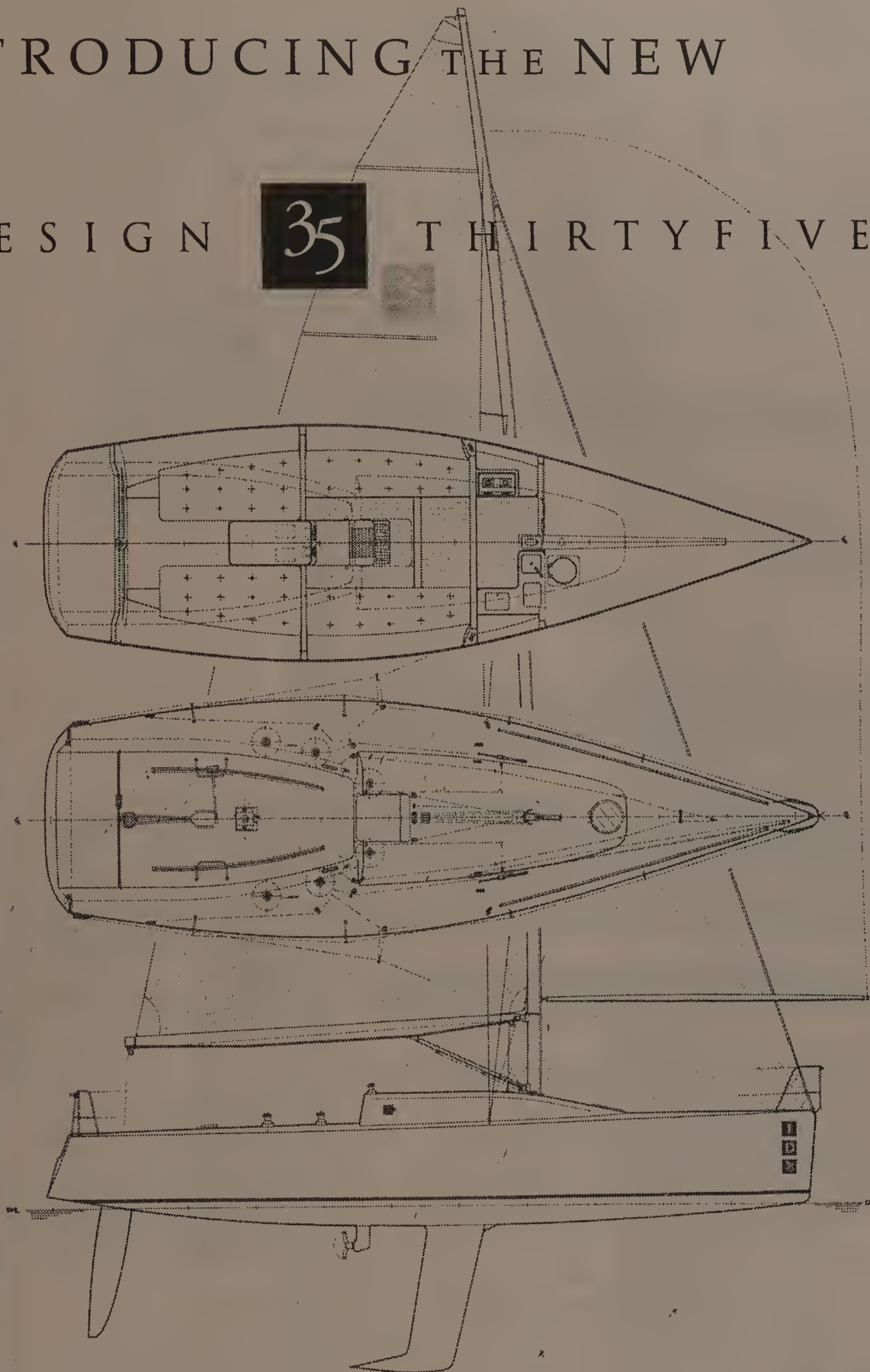
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The One Design 35 addresses the void that so many sailing enthusiasts have been looking to fill. Both the boat and the management of the class are designed to ensure fair competition and low long-term costs in a state-of-the-art, fast, fun class.

The 1D35 provides a roomy, open interior for comfort. On deck, it has a large uncluttered cockpit and clean layout providing an excellent sailing platform. At only 5,800 lbs. the boat can be hauled on a drysail hoist and towed behind your personal vehicle.

This new Nelson/Marek design is blazingly fast yet stable and easy to handle. A simple rig keeps sail handling easy and minimizes maintenance and expense. The strict one-design rules are aimed at keeping competition close and expenses low.

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# CALENDAR

**Feb. 25-Mar. 1** — 57th Annual Southern Ocean Racing Conference (SORC) in Miami. Bob Meagher, (954) 763-1974.

**Mar. 14-15** — Big Daddy Regatta. RYC, (510) 237-2821.

**Apr. 4** — Lightship Race. YRA, 771-9500.

**May 2-3** — Vallejo Race. YRA, 771-9500.

## Midwinter Regattas

**ALAMEDA YC** — Estuary Midwinters: 12/14, 1/11, 2/8, 3/8. ML Higgins, (510) 748-0289.

**BERKELEY YC** — Chowder Races: Almost every Sunday until 4/5. Paul Kamen, (510) 540-7968.

**BERKELEY/METROPOLITAN YC** — Midwinters: 12/13-14, 1/10-11, 2/14-15. Bobbi Tosse, (510) 939-9885.

**CORINTHIAN YC** — Midwinters '98: 1/17-18, 2/21-22. Rob Moore, 383-8200, Ext. 109.

**ENCINAL YC** — Jack Frost Series: 12/20, 1/17, 2/21, 3/21. EYC, (510) 522-3272.

**GOLDEN GATE YC** — Seaweed Soup Perpetual: 12/6, 1/3, etc. GGYC, 346-BOAT.

**LAKE MERRITT SC** — Edna Robinson Memorial Midwinters: 12/13, 1/11, 2/14, 3/8. Duncan Carter, (510) 945-6223.

**OAKLAND YC** — Brunch Series: 1/4, 1/18, 2/1, 2/15, 3/1. Fred Joyce, (510) 522-4320 or OYC, (510) 522-6868.

**RICHMOND YC** — Small Boat Midwinters: 12/6, 1/3, 2/7, 3/7. RYC, (510) 237-2821.

**SANTA CRUZ YC** — Midwinters: 12/20, 1/17, etc. SCYC, (408) 425-0690.

**SAUSALITO CC** — Midwinters: 1/24, 2/28, 3/28. Deborah Leanos, 499-9676.

**SAUSALITO YC** — Midwinters: 12/7, 1/4, 2/8, 3/8. Pat Broderick, (707) 528-2109.

**SAN FRANCISCO YC** — Fall Series: 12/20-21. SFYC, 435-9133.

**SOUTH BAY YRA** — Winter Series: 12/13, 1/17, 2/7, 3/21. Mike Dixon, (510) 635-5878.

**SOUTH BEACH YC** — 'IAOTIO' Series, every Saturday until 3/28. Freel Kirk Kelsen, 440-7800 (work).

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at [editorial@latitude38.com](mailto:editorial@latitude38.com). But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

## December Weekend Currents

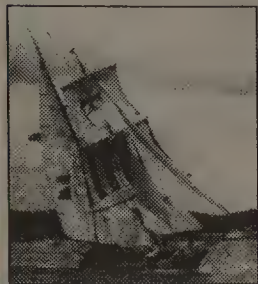
date/day	slack	max	slack	max
12/06Sat		0303/3.5F	0633	0859/2.8E
	1242	1516/2.2F	1805	2110/3.8E
12/07Sun	0051	0359/3.4F	0722	0958/3.2E
	1351	1627/2.4F	1922	2211/3.4E
12/13Sat	0044	0303/2.7E	0617	0908/3.3F
	1200	1515/5.4E	1914	2219/4.3F
12/14Sun	0135	0352/2.6E	0706	0955/3.1F
	1245	1600/5.4E	2000	2305/4.2F
12/20Sat		0253/2.9F	0615	0838/2.3E
	1238	1503/1.6F	1750	2042/2.9E
12/21Sun	0038	0342/2.7F	0700	0931/2.5E
	1340	1609/1.7F	1857	2136/2.6E
12/27Sat		0203/2.2E	0520	0813/2.7F
	1106	1419/4.7E	1823	2121/3.5F
12/28Sun	0040	0249/2.3E	0601	0854/2.8F
	1145	1503/5.0E	1902	2201/3.7F



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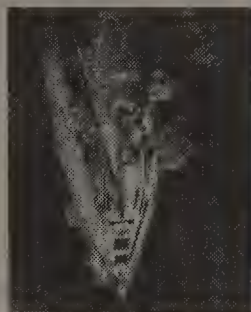
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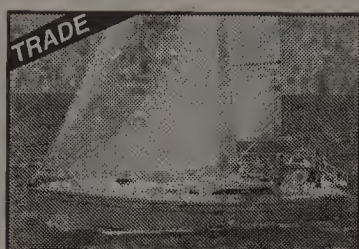
# HIS YACHT SALES

## SAIL CENTER QUALITY TRADE-INS AND BROKERAGE



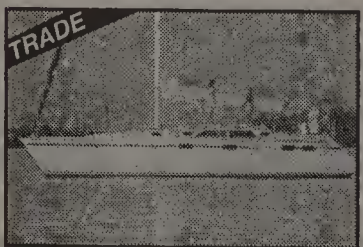
### 1988 HUNTER 33.5

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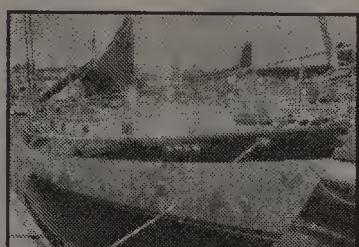
### 1996 CATALINA 36

Just taken in on trade, boat is loaded. Low engine hours. Owner moved up to larger yacht. Call for details.



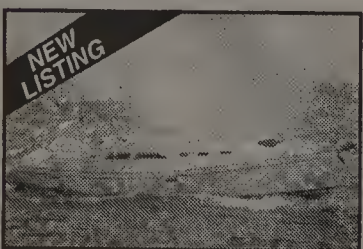
### 1993 HUNTER 37.5

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## LETTERS

### ⇓SAILING FROM SEATTLE TO SAN FRANCISCO

We're planning to sail our boat from the Seattle area to San Francisco Bay in September of next year. Having limited sailing experience — and no experience whatsoever on sailboats on the high seas — we're looking for information and advice as to the conduct of our passage.

Mike Denham  
Sequim, Washington

Mike — When they teach people to ski, they start them out on bunny slopes rather than 'double diamonds'. Because the chilly coasts of Washington, Oregon, and Northern California are subject to abrupt changes in weather, very strong winds and huge seas, they constitute one of sailing's 'double diamonds'. What makes it worse is that there are few ports of refuge along these coasts, and most can't be reached without crossing a dangerous river bar.

Over the years we've talked with many folks from the Northwest who've done long cruises or even circumnavigations. More than a couple have told us that their trip from Seattle to San Francisco was the most frightening and dangerous part of their entire voyage. Then there are those who simply put their boats up for sale as soon as they reached San Francisco.

In our opinion, you have two intelligent options: The first is to gradually ease yourself into ocean sailing while in the Pacific Northwest, then make arrangements to have a couple of experienced ocean sailors accompany you on the passage down to San Francisco. The second is to have your boat trucked to San Francisco, where you can slowly get an ocean education through short trips to the Potato Patch and Farallon Islands.

Understand that first ocean experiences are critical to anyone's long term enjoyment of ocean sailing. If somebody is petrified by a brutal first ocean experience, it's very possible they'll never recover. So for both your safety and enjoyment, don't teach yourself ocean sailing off the coasts of Washington and Oregon. By the way, we think you'll be interested in the following letter — which describes an average passage from Seattle south.

### ⇓WE DECIDED TO CALL THE COAST GUARD

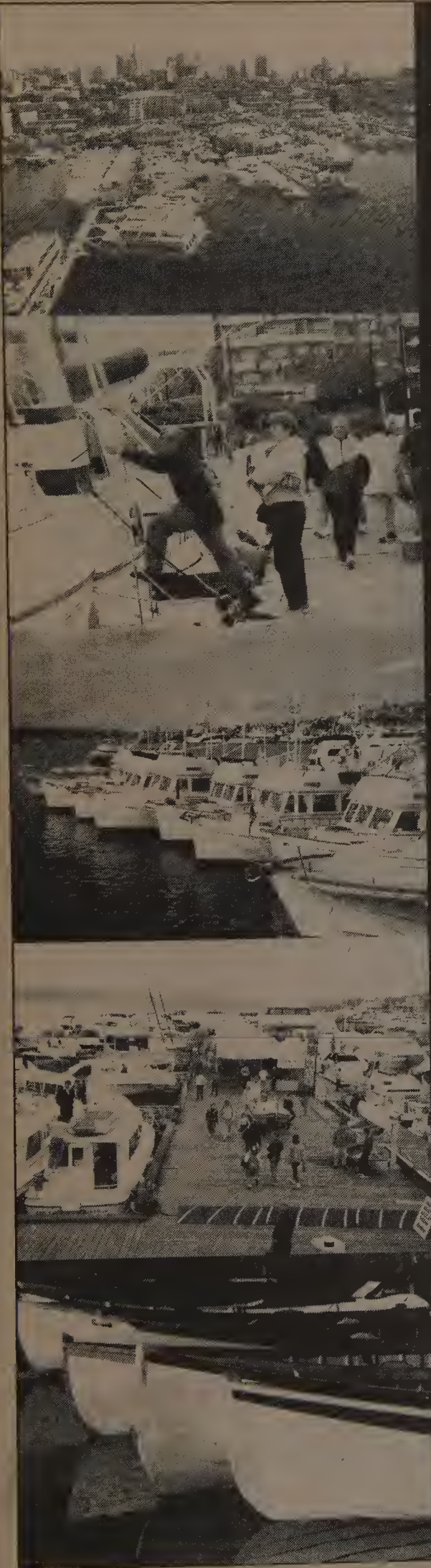
My wife Penny and I left Seattle on September 7 aboard her Cascade 36 *Mai Tardis*, and 22 days later sailed into San Francisco Bay. We — and our three boats — are currently at Oyster Point Marina, where Penny used to live before we got married. With all our boats together — we also have a Coastal Mansion Barracuda houseboat and my 35-ft Chris Craft center-cockpit sailboat. This means — hint, hint — at least one can be used for visitors.

Our trip down the coast — I've been sailing for 20 years and Penny for seven — started out well enough. We left Neah Bay and entered the open Pacific, at which point the boat's jerky motion was enough to leave both of us feeling queasy. Then the wind came up enough for our windvane, 'Handy Andy', to steer. He proved to be a valuable member of the crew, steering with flawless precision in all sailing conditions. Thus passed the first two days.

The third and fourth days of our trip found us with lots of sun and no wind. Two days of that were followed by a falling barometer and increasing winds, so we rejoiced in the opportunity to sail once again. As the wind continued to build, however, the sailing conditions began to deteriorate. First we reefed the main, then we dropped the jib. Soon the prediction of 40-knot winds was not just fulfilled but exceeded. Fifty miles offshore at the time, we thought it more prudent to head toward shore than be blown further out.

When the winds reached an estimated 60 knots and the seas 20 feet, we called the Coast Guard to ask what kind of weather





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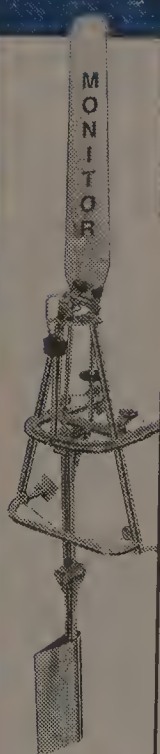


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## LETTERS

we might expect closer to shore. We were 38 miles offshore at the time, not in immediate danger, and had a stout boat with all the safety equipment. They reported 10 knots of wind and three foot seas along the coast! When we advised them of the conditions we were in, they asked our intentions. "I plan to bring this sucker in!" I responded. They estimated it would take us 10 hours.

We started the diesel and were able to motorsail at as much as 10.5 knots with our autopilot steering. The boat was pounding hard and taking breaking waves. Looking forward, I realized that we had the jib and two lines dragging in the water. As I worked my way forward to clean up the foredeck, the lee rail was continuously underwater. It wasn't good to be out in those conditions.

As I worked to bring the sail and lines back aboard, I realized that one of the lines hanging overboard was a 50-foot dockline. One end was cut, which means it no doubt had gotten snagged in the prop. No wonder the diesel had been so reluctant to start — the prop was fouled with 14 feet of line.

Chilled and exhausted from the exertion on the bow, Penny insisted that I go below. While below, the Coasties called to establish a 30-minute radio watch and to confirm our position and condition. I wedged myself in at the companionway steps and was talking to the Coast Guard when the starboard side port went black. Our boat was taking a big knockdown! My head got banged and then I was violently thrown to the other side of the boat where I got my face smashed.

Penny had been in the cockpit, but was saved from injury by the stainless steel dodger frame — which did get smashed. Fortunately, she was tethered to the boat and never even lost her seat.

The Coast Guard had lost radar contact and radio contact with us at that time and feared the worst. But our sturdy little boat came through unharmed. We continued on for six more hours and finally reached the coast. By this time the coastal winds were all the way up to 25 knots — which felt like a light breeze to us! The Coasties had a boat waiting for us, and after circling us to check our condition, led us in to Coos Bay, Oregon. We soon found a slip at nearby Charleston Harbor. The Coast Guard's radio contacts and other assistance really helped our morale during trying circumstances; we thank them.

We laid over for repairs to ourselves, our boat, and our gear — and for a weather window. During the first couple of days I admit to having looked at a few RVs. But after a week of enjoying our stay and the fine people we met, we were eager to get out to sea once again. The rest of our trip to San Francisco was uneventful — in part because of the fact that I'd installed a radar.

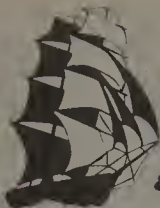
Rick and Penny Rienks  
South San Francisco

Readers — Rick and Penny met while sailing their own boats in the Northwest. "Penny is a retired federal law enforcement pistol packin' mama," says Rick. "On our first date we went sailing. When we spent our second date cleaning guns together, I knew it was love. I didn't even care if she could cook — but she can!"

Rienks had this advice for anyone contemplating a similar passage from Seattle to San Francisco: "Inland and protected water sailors must realize that the motion is much different offshore in the Northwest. The motion beats you up and wears you out so it's easy to get hurt. For those without much experience, either take experienced crew or truck your boat to San Francisco. Because our first trip had been so hard, because the season was getting late, and because of the uncertainty of El Niño, we ended up having my 35-ft sailboat trucked down."



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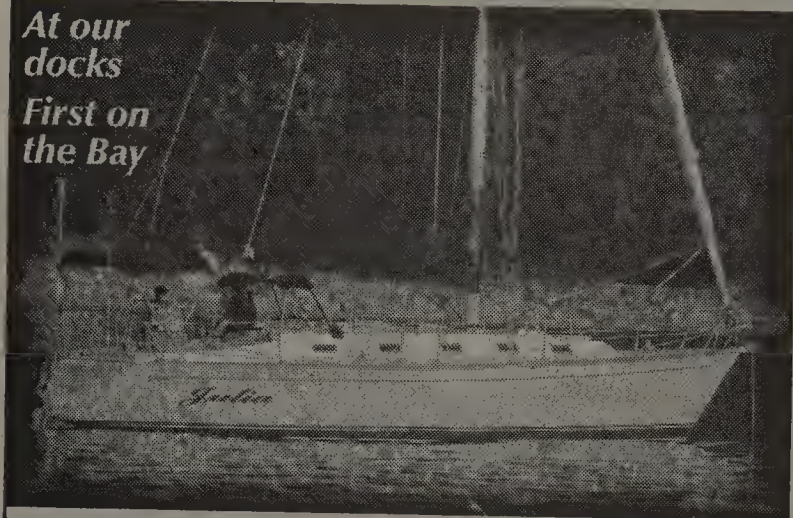
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## LETTERS

### WE PREDICT THE TRANSPAC NUMBERS WILL INCREASE

The purpose of this letter, in part, is to respond to Tom Leweck's primarily negative TransPac commentary that appeared as a *Sightings* in the September issue. More importantly, it's to discuss — in a more positive fashion — the past, present and future of the TransPacific YC's traditional race to Honolulu.

First off, I want to correct some of the facts alluded to by Leweck. While it's true that there has been a substantial reduction in the number of boats entering the TransPac in the past two decades, exactly the same number of boats started the 1997 race as started the 1995 race — 38. We hope, and optimistically predict, that the numbers will increase in the future because of some steps being taken — which I will discuss later on in this letter.

Staggered starts were first introduced in '91 in the hope that most boats would finish during a brief period, thereby helping the hardworking volunteers in Honolulu and making it possible to share the hospitality. In fact, this past year the number of staggered starts was substantially reduced from '95. There were only two starts for the racing fleet — plus one for the cruising boats and one for the multihulls. There were not 11 other racing monohulls in the Ali Wai Yacht Harbor when the turbo sleds arrived.

The starting dates for the racing fleet were set and publicized more than a year before the race. The three-day separation between the small racing boats and the 70+ raters was chosen because based on average weather over the past several races, the turbo sleds would finish first closely followed by everybody else.

As it turned out, we had excellent sustained winds throughout the race. On the one hand, it was responsible for six boats breaking *Merlin's* 20-year-old elapsed time record and at the same time — according to Leweck — causing the turbo sled group of record breakers that he was connected with to complain that they didn't get to Hawaii first.

Lastly, it's hard to believe that any turbo sled owner didn't know — from reading the race instructions published long before the entries were received, or from their spokesman Leweck — that there was a three-day separation between the start of the two racing fleets.

With regard to handicaps, we'll all surely recall that the largest TransPac fleets were in the '70s and '80s when the IOR handicap system was firmly in place. With the demise of the IOR and no comparable replacement, the TransPac has been continually faced with the problem of trying to meld diverse rating systems — none of which were entirely satisfactory to blanket the range of boats we hoped would enter.

The TransPac cannot be held responsible for the demise of IOR. In a positive effort, we've come up with a rating system which we believe creates the most equitable handicapping available under the circumstances. It was applied to the monohull racing fleets in '95 and '97, and will continue to be in the future without basic change. Leweck is wrong when he says the handicapping system is forced on all participants because, as we know, the TransPac now includes cruising boats and multihulls, which are in separate and distinct fleets.

All of the cruising class monohulls and all of the multihulls received PHRF handicaps in '97 — and will do so in the future. Furthermore, all of the racing fleet were invited to also race under a PHRF rating — and the majority of the fleet did so. They were awarded trophies in accordance with their PHRF handicaps.

Finally, I wish to take exception to Leweck's implication that TransPac is focusing on complications and controversy. To the contrary, our primary focus has been — and continues to be —





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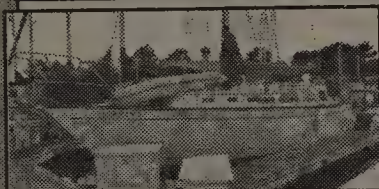
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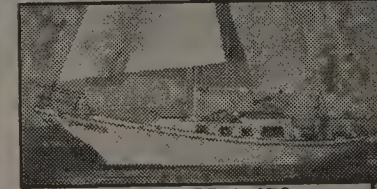
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### SAILBOATS

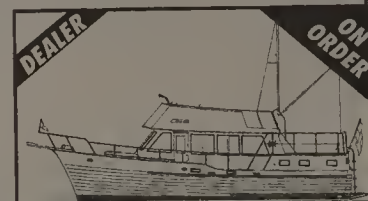
50' GULFSTAR, '76 .. Red. to \$125,000	
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44' LAFITTE, '79 .....	145,000
41' ISLANDER FREEPORT, '76 ..	87,000
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40' ISLANDER MS, '72, new survey	54,900
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## LETTERS

participant enjoyment. I believe this is obvious through Rob Moore's excellent article in the August issue of *Latitude*. It is not helpful to write editorials dwelling only on controversy. With all due respect to Leweck, a great supporter of racing, I might point out that he wasn't in Honolulu, has been negative on the TransPac for many years, and after becoming a TransPac director for a short time in '96, advised us that his interests lay elsewhere. I would hope that in the future he would volunteer his invaluable expertise to help promote the race once again.

Our hats are off to the West Marine Pacific Cup race to Hawaii, which has been filled to capacity and is obviously a most positive and enjoyable experience. Also, the race has the good fortune to have a great sponsor in West Marine, which is most supportive financially and makes a perfect fit between its market and the Pacific Cup fleet.

For a long time I've wanted to get the racing/cruising boats back in the TransPac Race — as they were in the '70s and '80s. Leweck probably did notice, but didn't mention, that we invited a cruising class this year, and it was a very positive experience for those involved. As was stated by skipper Fred Frye, "Finishing the TransPac Race should be just as important as winning the Barn Door Trophy. I think it's great that TransPac has opened up a class for boats that carry furniture and fine wine. It's really just getting back to the race's roots. The cruising class should play a big role in the race in years to come."

Whether it's love for the tradition of TransPac, the oldest, longest continuous ocean race around, or because we agree with this premise and salute the success of the West Marine Pacific Cup, we are determined to increase the size of TransPac fleets and to make the cruising class a major part of future races.

To avoid any misunderstanding in the future on the part of those who only hear a part of the story, who weren't at the start or finish in Honolulu, or who have specific agendas, there are some important matters which have already been essentially decided on for the '99 TransPac:

For the '99 race, we'll have three fleets — racing, cruising, and multihull. The Notice of Race and Race Instructions will be published by the end of this year, and will be essentially the same as they were for '97. The monohull racing fleet will have one start, on Saturday, July 3, 1999. The multihull fleet will start on July 6. The cruisers will start on June 27 or 28. If, in addition to the true cruising boats, we attract a substantial number of performance cruisers — which we certainly hope will be the case — they will probably start on June 30.

We believe we've made great strides this past year in press releases, the Internet website, daily ESPN coverage, and our half hour and hour programs put together by Channel Sea Television. There will be more of this next time. We are getting out posters shortly and we are hopefully going to be more 'proactive' — particularly with the cruising fleet in the coming years.

In conclusion, on behalf of the TransPacific YC, we firmly believe in the biannual TransPac Race to Honolulu and its rich tradition. We hope to not only maintain but to improve and enlarge on it. On a purely volunteer basis, we've been working and continue to work hard to that end. We happily accept all constructive criticism and invite everyone who wishes to help to come on board and share in the work and fun of perpetuating one of the world's great yacht races.

H. Gilbert Jones  
Commodore, TransPacific YC

H. — The Wanderer was in Honolulu for the finish of the TransPac and is firmly convinced that the way this year's TransPac worked out was nearly perfect when it came to drama. The cruising fleet got its glory when Fred Frye nearly crossed the





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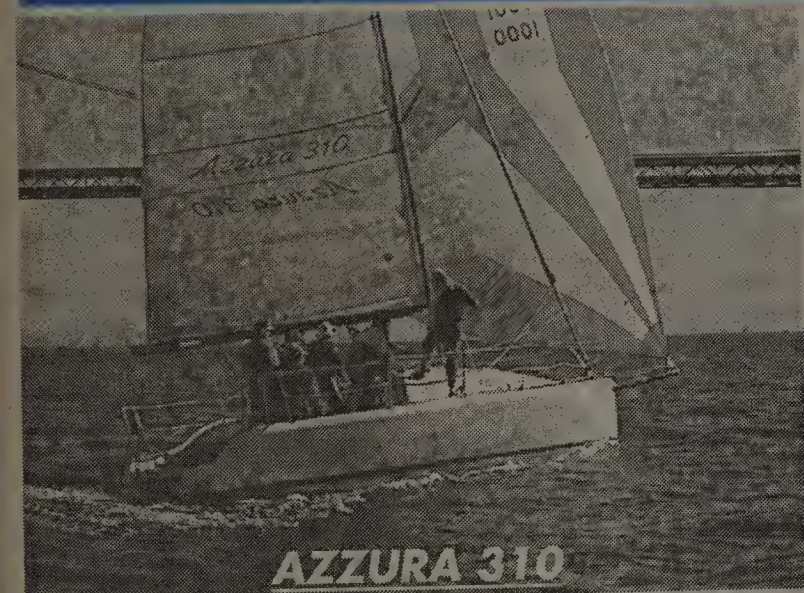
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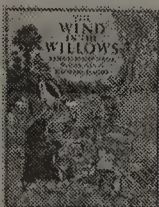
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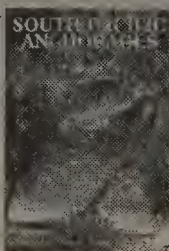
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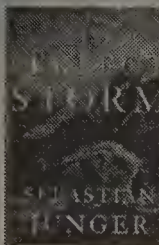
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## LETTERS

finish line first with his *Tayana 52 Salsipuedes*. But no, Medicine Man overtook her just 10 miles out from the finish and went on to smash Merlin's 20-year-old record. Terrific, but everyone realized that her new record was in jeopardy from the turbo sleds still on the course. While waiting to see how that panned out blisteringly fast multihulls *Explorer* and *Lakota* — a bit of a side show — overtook most of the fleet to establish a sensational new multihull record. And finally, the climax of the event, Roy Disney's *Pyewacket* crossed the finish line to break Medicine Man's two-day old record for the most important category, elapsed time record.

What could be better than every fleet having their moment in the sun, with the climactic moment going to the boat establishing the most important record? The only thing that kept it from being absolutely perfect was the fact that the regular sleds were overshadowed by all the other action.

As far as the *Wanderer* is concerned, it's no mystery why *TransPac* numbers have tumbled while *West Marine Pacific Cup* participation has exploded. Overemphasis on competition is killing the *TransPac* because there can only be one big winner and many losers. A heavy emphasis on camaraderie, on the other hand, has been growing the *West Marine Pacific Cup* because they make sure that every single person who finishes feels like a winner. Similarly, it's the main reason that the *Baja Ha-Ha* attracted 112 starters last month.

## ↓↑SOMETHING FROM A TEQUILA BOTTLE

I have a 'dinghy landing' story to relate. It may not contain any new lessons, but it does reinforce our shared feelings of how wonderful the Mexican people are.

My first cruise was in 1980 with my *Halmatic 28 Melissa*. I'd reached Puerto Vallarta and was in no hurry to move on. A couple with a large powerboat nearby — in what then passed for a marina — asked me to join them aboard their vessel for a short trip south. We were to return to Puerto Vallarta in plenty of time for me to meet a visitor of mine coming down from the States.

We had a pleasant, anchorage-hopping cruise as far as Tenacatita, the skipper keeping the turbo-charged *Cats* throttled down to 12 knots for economy. It finally came to the point that they wanted to stay in Tenacatita and I had to get back to Puerto Vallarta. So it was decided that they'd put me ashore by dinghy and I'd take a bus back to PV.

Conditions weren't especially rough for our landing, but the skipper managed to dump the dinghy in the surf anyway. Unfortunately, my head found — just below the surface — the only rock on what had appeared to be an all sand beach. It was obvious that I was bleeding, but the captain — complaining of a sprained back — returned to the boat and left me on the beach to fend for myself.

During the dinghy dump, I'd lost my glasses. I hired two Mexican boys to help me look for the glasses. Although they were ultimately unsuccessful, they did the best they could. They did, however, express concern regarding my injury and convinced me to follow them for medical assistance. Their ability to perceive the severity of my wound and their genuine wish to see me treated is something I can't imagine an American eight-year-old duplicating soon.

In any event, they took me about a quarter mile up the beach — it's been so long that I can't relate it to the present Tenacatita landscape — to a store — imagine a 'store' in 1980 Tenacatita — where a delightful grandmother-type sat me down in the dirt-floored back room and disinfected the cut with something from a tequila bottle. As she was doing this, she kept asking if I could see normally and if I felt sleepy. Pretty good questions, I thought. To this day I carry the feeling that this woman had

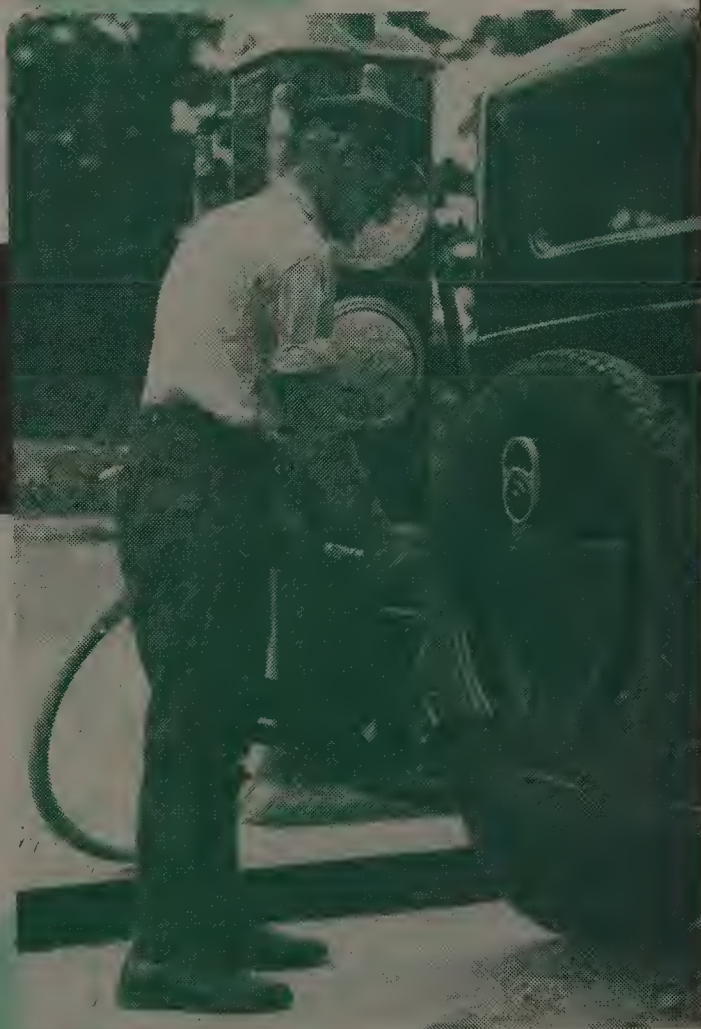


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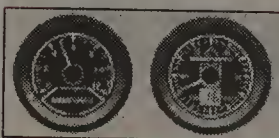


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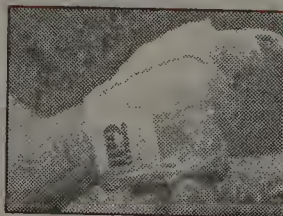
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## LETTERS

been dealing with seafarer's injuries for many, many years.

This kind Mexican woman used sewing motions — my Spanish wasn't very good — to indicate that stitches were mandatory and arranged a ride to take me to a clinic. I gave her a few dollars and thanked her. I wanted to give her a hug, but didn't.

The clinic was small, with barely enough rooms and equipment to keep from looking like any other dwelling. In due time I was treated by what I presume were a doctor and a nurse. As they gave me the stitches, I could feel my scalp and forehead resume their proper locations.

The bus ride back to PV and Melissa — and my spare glasses — is a story in itself, but for another occasion. When it came time to have the stitches removed, I picked a doctor's office at random. 'Random' never did better, as the doctor turned out to be a beautiful woman! When I asked her how much it would cost to have the stitches removed, she said the equivalent of \$20 U.S. "Twenty dollars?" I said in shocked tones, "It only cost \$6 to have them put in at Tenacatita." "Really?" she replied. "In that case I'll take them out for \$6." And she did.

Ed Stewart  
Laurie J.  
San Diego

Ed — The people of Mexico have ways of thinking and doing things that are absolutely incomprehensible to we gringos, but we can't imagine any group of people being more kind and compassionate to strangers in need.

#### TIME RAN OUT

I've spent the last 22 months rebuilding my Tartan 27 *Sidione*, trying desperately to get her ready for the Baja Ha-Ha. After working on her full time for the last three months with only a couple of days off to watch golf, I finally got her into the water in the first week of October. Then the second time I went out sailing, I bent the starboard spreader — which has since been replaced with something stronger.

I managed to sail her singlehanded non-stop from Oceanside to San Diego for the October 26 Ha-Ha party on Shelter Island. While there, a nice young lady — I failed to get her name — gave me a tote bag with T-shirt and stuff which I gave away to a friend. If I didn't go on the Ha-Ha IV, I wasn't about to wear the T-shirts. I didn't attend the parties for the same reason. If I didn't go on the rally, I wasn't about to attend events with those who did!

I'm sorry I didn't get to meet a lot of the good folks on Ha-Ha IV, but I gave it a bloody go. Time just ran out on me. By the first of the year, I should have a swell little sailboat, ready for sea. Maybe I'll see some of you then.

Buck  
*Sidione*  
Southern California

Buck — The Wanderer — who served as the Grand Poobah again this year — is bummed out that you didn't understand how inclusive and understanding Ha-Ha management and participants are of folks who sign up but don't make the start. It made absolutely no difference to anyone if you started, or if you left early, left late or from Ensenada, or if you dropped out. All that mattered was that you were part of the fleet in spirit.

Take the case of Bob Lomax and Connie Oldoven. Their trimaran had an ama separation problem off the Washington coast, so they immediately went out and purchased a motorhome. Using their wheels, they joined the fleet at San Diego, Turtle Bay, San Carlos, and Cabo San Lucas. We're positive they felt as much a part of the fleet as anyone — they got a special award at the award's ceremony — and weren't snubbed by anyone.



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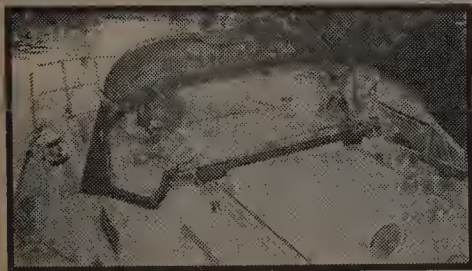
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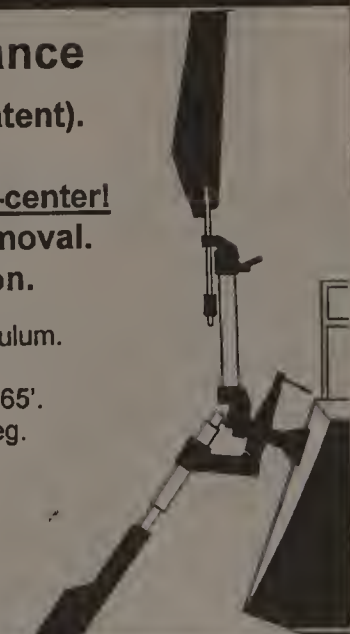
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## LETTERS

So like it or not, Buck, you're part of the Ha-Ha IV. Get those T-shirts back and wear them with pride. And when you bump into a fellow Ha-Ha'er in Mexico and start trading stories, begin yours by saying "I was a couple of months late to the start..." We promise that none of the Ha-Ha'ers will even raise an eyebrow.

### WE'RE ALL GUILTY OF THREE STOOGES SEAMANSHIP

While in the middle of November's cover-to-cover reading of *Latitude*, I was surprised to see my boat mentioned in the What One Solo Sailor Did letter. I'm the "solo sailor" that Richard Arnold thanked in the letter for pulling their boat off the mud.

I was happy to help tow the folks off because who among us hasn't been guilty of 'Three Stooges Seamanship' — to use Arnold's expression. I've certainly run aground a few times myself when the tide was ebbing and the wind was blowing across the channel. I've since learned to watch the channel markers in front as well as aft.

For the record, *Wind Woven*, the "60+ foot ketch" that Arnold referred to is actually a '76 Force 50 with an 80 hp Lehman diesel that I have owned for about 10 years. I've been surprised that many people think it's difficult to handle a larger sailboat alone. Under power, a large sailboat is just like a powerboat. And when you point her into the wind and set the autopilot, I can hoist the sails and go sailing with no problems. Over the years, lazy jacks, a roller furling jib, and an autopilot have made life easier, but I've often sailed without any of these improvements. You just have to be a bit quicker when you're without them. For a number of years I soloed a CT-41 and later *Wind Woven* out of Pier 39. It was a challenge, but manageable. You just need to think ahead.

There are safety issues associated with sailing singlehanded. I always wear a float coat and carry a handheld VHF in a waterproof case. You have to be extra careful because no one is going to be there to haul you back onto the boat.

While the editors of *Latitude* mentioned that they don't know me, I feel like I've known them for many years. I'm one of your many loyal readers who thoroughly enjoy *Latitude* and think you do a great job.

Glenn Fagerlin  
*Wind Woven*  
Paradise Cay (Tiburon)

Glenn — We're delighted to receive such kind words from a sailor who is eager to help others and has no problem admitting he himself has made a few sailing blunders.

Since confession is good for the soul, we'll fess up to one of our biggest screw-ups. It was shortly after we started the magazine and we had our *Bounty II* tied to the dock in Berkeley. For some inexplicable reason, we decided we'd sail the full keel boat out of the marina — from the most leeward corner — using just the jib alone. Before we knew it, we'd run out of room to either start the engine or fall off, and slammed into a berthed trimaran. After immediately paying for the damage with a check, we got the hell out of there, with our pride between our legs.

### NEVER TAKE FEMALE CRABS OR LOBSTER

Barry Allan's November article on spearing lobster really is appalling. No serious underwater hunter could ever countenance a technique that is the undersea equivalent of jacklighting deer.

The purist issue of sportsmanship aside, the compelling reason is conservation. One should never — repeat never — take females of either crab or lobster. The reason is obvious: in a society not hung up on monogamy or fidelity — crustacean society is thus — it only takes a couple of guys hanging around to keep the population going. The number of new critters, how-



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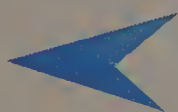


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## LETTERS

ever, is directly proportional to the number of breeding females. A speared lobster is a dead lobster, and there is no way to release a female unharmed.

In many places, it is specifically illegal to take female crustaceans. Even where it's not, it's considered a reprehensible practice. Alaskans, for example, view the taking of female crabs on a par with child molestation as a crime against Nature — even though crab are abundant there. In any event, the message is clear: don't take females, and thus, by corollary, don't spear them because you can't identify them until they are dead.

On yet another issue, Allan is again seriously off base when he advocates leaving juveniles in favor of the big ones. To the unknowledgeable — such as Allan — this seems a reasonable idea. However, it isn't quite so simple. Crustacean demographics are such that abundance is inversely proportional to size; i.e., there are a lot more smaller ones than larger ones, and it's the population of larger ones that contains the big, prolific breeding females, the queen bees. Moreover, lobster, like yelloweye rockfish, grow very slowly. A lobster of five or six pounds is decades old — maybe 30 or 40 years. Do you really want to kill something like that? Naturally I'm not advocating infanticide, but better two of modest size than one great big one. As a bonus, the meat of the smaller ones is actually more tender and succulent.

It's tempting to suggest that those who are not good enough divers to take lobsters by hand should forget the whole thing and eat triggerfish, but that smacks a bit of elitism. In fact, there are some appliances that can be used to capture recalcitrant 'bugs' without harming them. A blunt hook on a handle — like a gaff with the point dulled — can haul a lobster out of a hole intact if used carefully, and allow it to be 'sexed' and subsequently released if appropriate. There are also some small net-like affairs with handles which entangle the lobster's spines and allow it to be coaxed out of its refuge, again intact. Note that both of these are strictly illegal in California, which should tell us something. Nonetheless, for those unwilling or unable to acquire the skill necessary to catch lobster by hand, they are preferable to a spear.

Please, let's think and practice sensible conservation while hunting and fishing in the sea: its abundance is not unlimited. The Sea of Cortez is a sad and poignant illustration of this. The place once crawled with lobster. Now — after so many years of indiscriminant slaughter, of people spearing bags full of them and filling their freezers with them — lobsters are a relatively rare sight. There are many more of us cruising the oceans today, and we are perfectly capable of repeating the sorry history of the American bison, the passenger pigeon, the dodo and the sea otter. I don't think any of us want that.

Jeff Bowers  
Shahrazad  
Planet Earth

Jeff — We're not experts on lobster because 1) we're not that enthralled with eating it, and 2) we can't dive because of a hole in one eardrum. Nonetheless, the crew aboard Big O became so appalled at lobster consumption on the East Coast last summer that we protested in the very belly of the beast. Led by the Wanderer, our group of eight joined Block Island's traditional Fourth of July parade and for the better part of 90 minutes chanted: "One if by land, two if by sea, save the lobster, you and me!"

The concept was apparently so seditious in that part of the world that nobody seemed to understand. Nonetheless, a bunch of the locals joined in — especially the kids, whose support was purchased by the handing out of firecrackers. All in all, however, the protest went over about as well as a dungeness crab protest would have in San Francisco.



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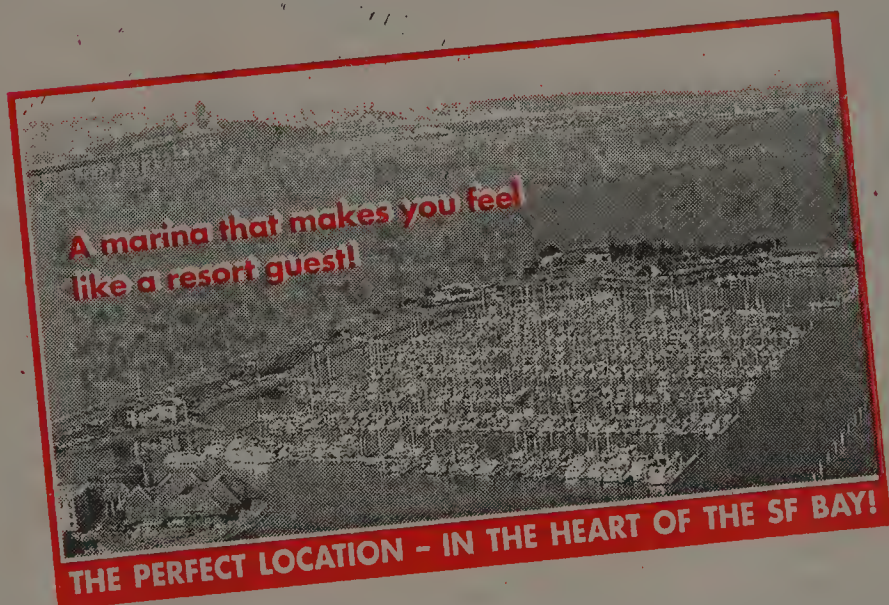
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## LETTERS

Some of our crew later visited a lobster hatchery, where we were told that several million lobster were being prepared for release into the wild. Much to our surprise, we were told that the little guys would be ready for harvesting in just a couple of years. In addition, we were told there wasn't any shortage of lobster — although nobody asked the definition of 'shortage'.

A year before that, we cruised the San Blas Islands, where the Kuna Indians have been flying out 1,000 pounds of lobster a day for the last 10 years. Noticing that the Kunas were harvesting both very tiny lobster and female lobster with thousands of eggs, we protested. They laughed at us like we were nuts.

These experiences notwithstanding, it indeed seems a no-brainer that female lobster shouldn't be killed, and since you can't determine the sex of a lobster before spearing it, that they shouldn't be speared either.

### SPENDING THE DAY IN THE SUN

I had the pleasure of sitting around for several hours last week sweating and waiting for the wind to pick up before the start of the Richmond YC's Red Rock Regatta race. The race never did start, but part of the fun was talking to the crew of the *Latitude* photo boat. They were great and we ended up throwing them a bunch of Halloween candy, for which they were most grateful.

The best part of the day? When several boats started to motor backwards just so they could pop the chutes. We got to spend the day in the sun and on the Bay, so it could have been worse.

Gary Ryan  
Northern California

Gary — Check out the Race Sheet photos, pages 164 & 165.

### SOLEDAD ROCKS HAD NEVER BEEN A PROBLEM

The letter from the owner of *Morning Wind* warning that "rocky islets" two miles off Punta Santo Tomas were not charted on DMA #21140 caused me to pull out my chart — which is by now pretty well written on after quite a number of races to Cabo and Mazatlan. I wanted to see why this hazard hadn't ever been a problem for me.

I found that we had frequently sailed past the islets, which are actually called 'Soledad Rocks'. They're almost a mile across and show with a height of 20 feet. I must say, I do like my chart — #2324 Cape San Lucas to San Diego Bay, with the Gulf of California. It was beautifully engraved in 1879 and although it's a British Admiralty chart, it was created using "chiefly" data from the surveys of Commander Dewey and the officers of the *USS Narragansett*, 1873-1875. I guess Captain Cook didn't have time for it when he came through 100 years before.

The position for Soledad Rocks given by *Morning Wind* agrees with the Admiralty chart as to latitude, 31° 32.8N, but #2324 indicates a longitude of 116° 43.0W.

So, you might add Admiralty charts to your solutions!

Nick Barran  
Osprey, Santa Cruz 40  
Currently still in San Francisco

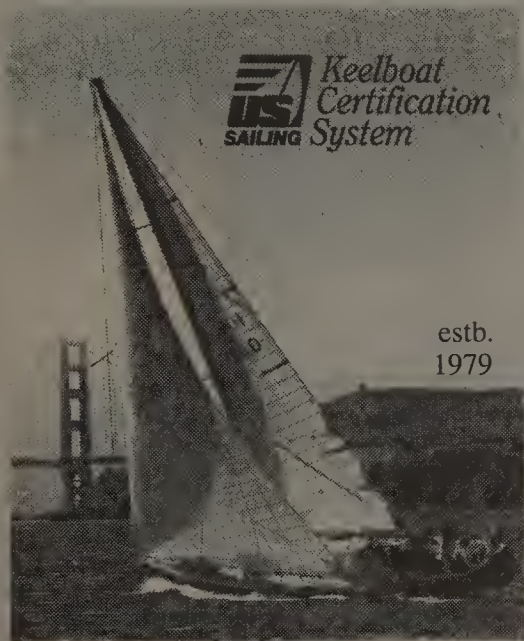
### #18022 DOES INCLUDE THE ROCKS

I noted Joe Lewis' timely November issue warning about an uncharted rocky islet off Punta Santo Tomas. Hopefully the warning will save someone's life and/or boat.

To satisfy my curiosity, I pulled out my copy of NOAA #18022, San Diego to San Francisco, to see if the "rocky islet" was plotted on it. At almost exactly the position indicated in Lewis' letter, the chart showed Rocas Soledad (lonely rocks). It goes without saying that Lewis could not have been using #18022 to



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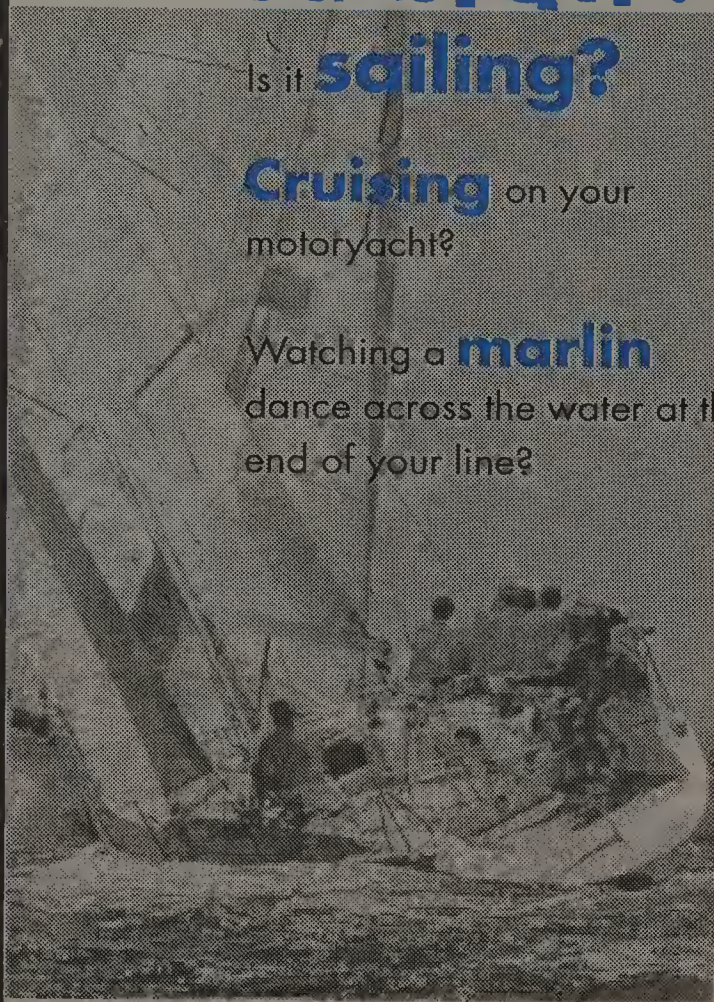


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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Geri Conser.

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## LETTERS

chart his course from Cabo to San Diego — even though the chart does include the area of Punta Santo Tomas.

I enjoy reading *Latitude* each month from cover to cover. Keep up the good work. Having been a Coast Guard officer in the early '60s as well as a boat owner for many years, I read with interest the many articles relative to getting the United States Coast Guard to return to 'user friendly' status. After all, if the IRS can become user friendly, perhaps the Coast Guard can too.

Steve Wilson  
Force Majeure  
Berkeley

### ⇓DRAIN NORTHERN CALIFORNIA DRY

As a lifelong Southern Californian, I was shocked to learn that the staff at *Latitude* does not know where the water goes at low tide. SoCal has had a secret desalinization project in place for years. I believe it was put in place during the first Brown administration — before his sons Jerry and Willie came to power.

As I have been told, the plan was to drain Northern California dry and then start on the oceans. Gotta run, I hear the black helicopters coming.

Stefan Svlich  
Southern California

*Stefan — Very amusing. Yet we still haven't gotten a good explanation as to where the water goes or why it's always high tide at noon in Tahiti.*

### ⇓A LOOK AT THE OFFICIAL MINDSET

I read with great interest the October *Sightings* report of your conversation with Captain Hall, the new Coast Guard Group Commander for San Francisco. As a means of increasing communication — and understanding — perhaps a monthly column could be added to your already great magazine by Captain Hall — or another Coastie — with information germane to boaters and boat safety in the Bay Area.

Up here in the Northwest, 48° North has such a column that explains the Rules of the Road, the Vessel Traffic System's handling of regattas, and so forth. It's is definitely not 'preachy', has always been interesting to read, and gives the boating public a look into the official mindset — and the reasons behind what sometimes appear to be arbitrary regulations.

It's also done a great deal for the public image of our local boating officialdom.

Rob Jackson  
Joyeux  
Seattle Area

*Rob — We think that's a pretty interesting suggestion — and we're sure Capt. Hall would also. We'll look into it.*

### ⇓DIDN'T KNOW PROPER INJURY ETIQUETTE

I'm writing in regard to the commentary in *Sightings* about the collision between the two vessels off of Angel Island on August 9, 1997. I'm the crewman who was injured in the collision.

Jean Rudy, a passerby and photographer, was quoted in *Sightings* as saying that those in the motorboat hid their faces when she attempted to photograph them. The *Sightings* editor added that he couldn't blame them.

I would like to offer my profound apologies to Jean Rudy and *Sightings*, for you see, I'd never been injured in an accident before and I did not know the proper etiquette. I received a gash in the middle of my forehead which severed muscles and exposed the skull. Instead of posing for Ms. Rudy, I selfishly held my hand to my forehead, covering my face.



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## LETTERS

The next time that I'm injured in an accident, I'll know better that the prime consideration shouldn't be treatment of the injury, but the onlookers. I have learned my lesson and I promise to be a good victim in the future.

Hey, Jean Rudy! Hey, Sightings! Let's do the paparazzi!

Name Withheld By Request  
Northern California

N.W.B.R. — Forget the paparazzi, dear friend, let's do truth.

Jean Rudy was quoted as saying you "covered" your faces; you said you were "covering" your face. Same verb, different tense. Rudy never said you "hid" your face, so have the decency to not put falsely incriminating words in someone else's mouth.

As for the accusation that Latitude added that the motorboat occupants 'couldn't be blamed for covering their faces', your head injury seems to have adversely affected your reading comprehension. We never used the word 'blame', and we made no comment whatsoever on the covering of faces. We did, however, mention that we'd "never wish accidents like this on anyone".

But since you're taking the posture of a big victim, perhaps you can explain what part you played in trying to prevent the 17-foot Bayliner in which you were riding, from — on a clear afternoon, in the middle of the Bay — slamming into the side of a nearly stationary 44-foot sailboat. Slamming it with such force that it caused the sailboat's mast to tumble and the smashed up powerboat to sink within minutes. Slamming into it with such force that the traumatized adults and children never want to see a boat again.

In our opinion, the real "lesson" to be learned from such accidents is not how to act after they've happened, but how to prevent them from happening in the future. Your silence in this regard is deafening — particularly since a lot of mariners are wondering what, if anything, you did to prevent the Bayliner from being used to recklessly endanger the lives of others.

### ⇓⇓OUR FIRST TIME AROUND THE CLOCK

Just a quick 'Thanks' to the Grand Poobah — aka the Wanderer — for the effort he and the others put into the Baja Ha-Ha IV project. We really had a great time and learned a lot about offshore sailing as this was our first time sailing around the clock! And our autopilot went out the first night — whew!

Anyway, great job — and we look forward to being participants in the Baja Ha-Ha V next year.

Mike Alexander  
(Crew) Ragtime Band

Mike — On behalf of Andy Turpin and Doña de Majorca — the other two major forces behind the Ha-Ha — we thank you and all the others for your kind remarks. The Grand Poobah didn't hear one case of whining — despite the fact that unforeseen circumstances prevented he and the race committee boat from reaching Turtle Bay until 10 minutes before the start of the second leg. We think the fleet showed tremendous class by being able to trick or treat and hold a great beach party at Turtle Bay without the Poobah's assistance. You're the ones! We'll see you next year, hopefully with better winds.

### ⇓⇓THE MACGREGOR 26 IS NOT A SAILBOAT

I used to own a MacGregor 25 with a cast iron swing keel. I can say without a doubt that she was a fun, fast and safe boat. My opinion is somewhat warped, however, by the fact that I had previously owned a Hobie 14.

Having said that, it's my opinion that the MacGregor 26X — which when equipped with a large outboard can hit 25 knots — is not a sailboat but a powerboat with a stick for show and tell. I don't know how many of these water-ballasted boats they've



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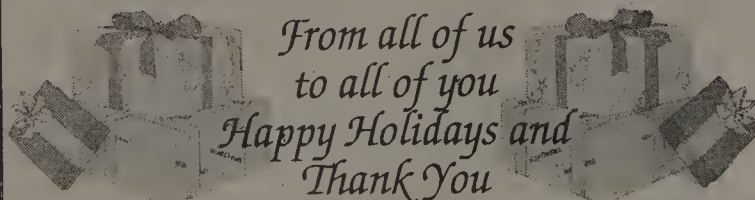
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## LETTERS

sold, but to me it would be scary to trust it in anything over 10 knots.

Does anyone know if they are actually sailed, or do they just sit because the owners are disillusioned?

There is a reason boats have keels that are made heavy and kept low. There is a reason windage is kept to a minimum. And by the way, I feel the same way about the water-ballasted boats made by Catalina and Hunter. I'm definitely nuts — but not committable.

Andy Johnson  
Planet Earth

Andy — The MacGregor 26X isn't exactly our kind of boat, either, but here's some things you might find interesting:

A couple of years ago, Roger MacGregor, who had been building sailboats for more than 30 years, destroyed the molds for all his previous designs except the MacGregor 65. Despite continued international demand for the 65, he cleared the factory floor to begin production on only one boat, the MacGregor 26X that had been unproven in the marketplace.

Since March of '95, MacGregor has sold over 1,800 of the 26Xs, many of them to England, France, South America, and Asia. In other words, the 26X is selling at about five times the pace the swing keel 25s did. The only reason MacGregor hasn't sold more is that the factory is at capacity at five boats a day, which means all the dealers are on allotment. Gene Arena, the Bay Area MacGregor dealer, is limited to 48 boats a year at his two locations.

Arena admits that the 26X, which weighs 30% more and has many more comforts, doesn't sail to weather as well as the swing keel 25 — but sails almost as well on all other points of sail. "The thing to remember is that the 26X is a family do-all trailerable boat that's ideal for sailing, camping, and motoring," says Arena. "Last month we tested the boat on the Bay with a 40-hp outboard and six gallons of gas. At a cruising speed of 4,000 rpm, she covered 50 miles in less than four hours before the tank ran dry. That's an average of close to 13 mph. With a Honda 50 four-stroke, we've been able to hit a top speed of 24 knots."

When it comes to stability, Arena claims that the water-ballasted 26 — which also has a centerboard — actually has more stability than do the swing-keel 25s. If you give him a call, he'll tell you all about how the double-hull construction makes the water ballast work so well.

While Arena admits that the 26X's relatively light weight and multi-function design means she's intended for protected waters, it still hasn't stopped some owners from taking their 26Xs out to the Farallones. Then there's Michael Dunn of Carson City. He's in the process of a mind-boggling two-year adventure that will take him and his 26X Zeno's Arrow up to the Arctic Circle, then through the heart of North and South America to — we can't believe it either — Cape Horn. At last word, he'd apparently made it from the Pacific Northwest to the Arctic Circle. You can check his website for the latest updates on this incredible journey: <http://www.planetwave.com>.

The MacGregor 26X: it's not for us, but obviously it suits many other people just fine.

### ↓ MOST OF ALL THE NEW FRIENDSHIPS THAT BLOSSOMED

Just returned from Cabo last night and wanted to let you and your staff know how much we enjoyed ourselves before, during and after the Baja Ha-Ha. Your low-key approach in San Diego carried over and set the tone for the entire event. Even the unfortunate events that took place in Bahia Santa Maria were handled in a calm and assuring manner which was appreciated throughout the fleet.

The Ha-Ha concept is right on the mark. As first time cruis-



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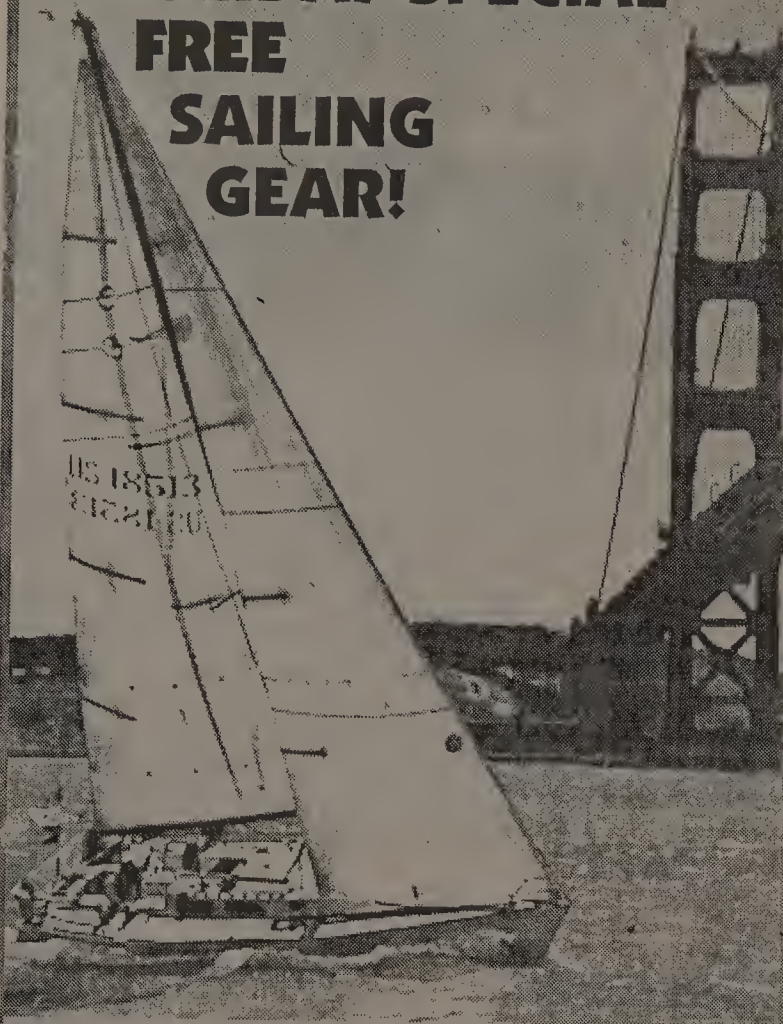
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## LETTERS

ers we were exposed to experienced sailors as well as those like us that are just beginning to find out what it's like. It gave us a chance to learn the ropes the easy way rather than going off by ourselves to face a very steep learning curve. Most of all I appreciated the new friendships that blossomed over the two weeks. I've read in many back issues about cruising friends running into each other at various spots around the world and how special those encounters can be. Now I know first hand what those friendships mean and for that and so much more, I again say thanks.

I'm back in Minden, Nevada, now waiting and working until I can rejoin the boat in P.V. in January, but when I close my eyes I'm sure the sound I hear in my head is "Boomtown Trader. . . this is Party Animal."

Thanks again.

John Crèssaty  
aka 'Bearded Mermaid'  
Reverie, Dufour 45

John — Many thanks on behalf of Baja Ha-Ha, Inc., which puts on the Ha-Ha, and all the event's sponsors: Almar Marinas, Barnett Yacht Insurance, Bob Rice's Weather Window, Corona Beer, Data Rescue Services, Diesel Fuel Filtering, Downwind Marine, H.F. Radio On Board, Island Girl Products, Jack Martin & Associates, Larsen Sails, Latitude 38, Mail Call, Modern Sailing Academy, UK Sailmakers, Waypoint, The Watermaker Store, West Marine Products and Yachtfinders/Windseakers.

### ↓↑A CHEAP SHOT

As part of enjoying the August issue, I read *The Navy Saved My Life* article by Charles Warner. But I was disappointed by your postscript, which I felt twisted something that had been positive into a negative. You could have straightened the record in some other fashion — such as, "We're glad the Navy came to your rescue. By the way, this should serve as a reminder that all mariners are required by law to come to the aid of mariners in distress."

Despite that cheap shot, I read your magazine with pleasure and find it useful and entertaining.

Bernard M. Portet  
Napa

Bernard — We must have expressed ourselves poorly because it was not our intent to slam the U.S. Navy. Our comment was merely a reaction to Warner's statement that, "I doubt the (rescue) operation was part of the ship's official mission."

### ↓↑LOOKING FOR A WILDERNESS MOLD

I'm searching for the rudder mold to increase the rudder size on my Wilderness 21. I know such a mold existed in the early '80s. If anyone out there knows who might have it now, I'd appreciate a call at (530) 253-3889 or a letter to 705-475 Indians Rd., Janesville, CA, 94116-9659.

Ken Kane  
Janesville

Ken — You know you're getting on when you remember that Amy Boyer — then 20 years old — raced her Wilderness 21 in the Mini-Transat from England to the Canary Islands to Antigua, and the following year to a high placing in the Singlehanded TransPac.

### ↓↑HAVANA DAYDREAMING

I hope you can help us. My wife and I are interested in doing the Havana Cup next year, but so far I've struck out trying to get any information. Ocean Racing Ventures, Inc., who spon-



# WAS 1997 TOO GOOD TO YOU?

1997 has been a good year for a lot of people. And, as they scramble to do last minute tax planning, some are realizing it was maybe too good. In other words, they're facing a large income tax bill.

If you're wondering what your tax bill has to do with sailboats, let us explain. If your profile is right, placing a new yacht in charter service before year's end might just save you a bundle on your 1997 income tax bill. To learn if charter yacht ownership could work for you, answer the following questions:

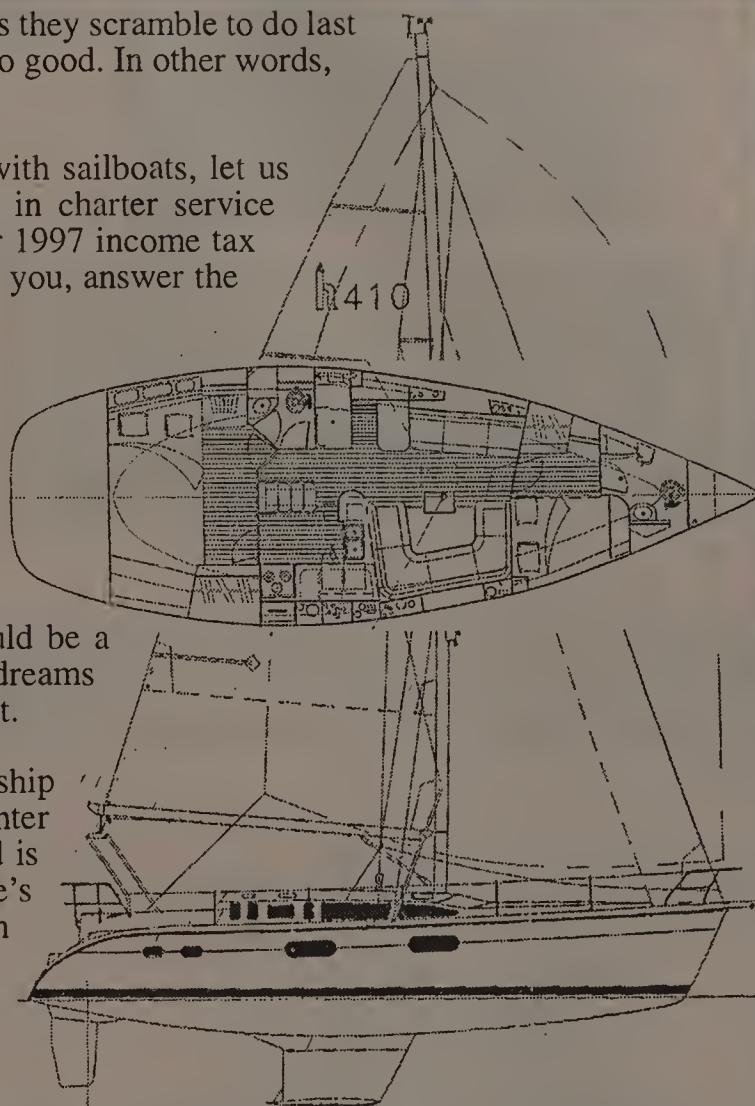
- Would you like to own a new yacht?
- Do you have limited time available to use it?
- Is your income tax bill too big?
- Are you willing to charter your yacht to qualified skippers when you're not using it?

If you answered "yes" to all four questions, you may want to look into charter yacht ownership. It could be a way for you to own the new sailboat or trawler of your dreams and use charter income and tax savings to help pay for it.

One of the secrets of successful charter yacht ownership is selecting the right yacht — like the exciting, new Hunter 410 shown here. The 410 just arrived at our docks and is virtually ideal for charter service. To start with, she's rugged. Hunter is the only performance cruiser sold in America with Category A (unlimited offshore use) or "OCEAN" rating from the International Marine Certification Institute!

This new Hunter 410 is also versatile. The large aft owner's stateroom shown in the drawing can be converted into port and starboard private staterooms within minutes — ideal for charter groups of three couples or more. And even when arranged with twin aft staterooms, there's still a comfortable master suite forward with its own ensuite head and shower. If you like the versatility of a cutter rig, you can order the removable inner forestay option and add a whole range of sail plan choices.

Our first new Hunter 410 is now at our docks and available for delivery this year, in plenty of time to take advantage of the tax incentives available to charter boat owners. Stop by or call us today at 1-888-789-2248.



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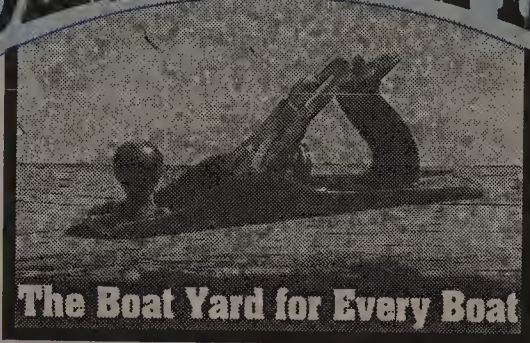


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## LETTERS

sored the last one, is no longer at their mailing address, their phone is disconnected, and directory assistance has no listing for anyone quoted in the story and/or associated with the organization.

Can you help us?

Rod Hooper  
Cyberspace

Rod — All we can tell you is that Ocean Adventure's last address was Box 2022, Tampa, Florida 33601 and that their badly outdated website is at [pw2.netcom.com/~icuncuba/orv.html](http://pw2.netcom.com/~icuncuba/orv.html).

This year's Havana Cup — in which there were about 120 entries and nearly 500 sailors — was held in late May, so there's still a chance that another can be scheduled for May of '98. Based on our cruise to Cuba, we'd highly recommend participation in such an event, although we'd be sure to cruise other parts of that huge island.

By the way, in mid-November about 40 boats and 200 sailors competed in the Key West to Veradero (Cuba) Regatta. It's all legal, of course, as long as nobody spends any money. Veradero is about 80 miles east of Havana, and is Cuba's version of Waikiki or Miami Beach, lined with high-rise hotels for foreign visitors only.

### ⚡MAYBE NOT SUCH A GOOD IDEA THIS YEAR

Normally I like *Latitude's* 'sailing directions' for the winter in Mexico: go straight to Zihuatanejo. But maybe it's not as good an idea this El Niño year. Maybe finding cruising holes further north would be better advised.

By the way, anyone who likes can look up the semi-official Tahiti Cup page at [www.slip.net/~cjwarren/tahiti.html](http://www.slip.net/~cjwarren/tahiti.html).

Charles and Johanna Warren  
San Francisco

Charles & Johanna — Since Hurricane Ricky — only the third November hurricane in the Eastern Pacific in the last 50 years — went ashore not far from Zihuatanejo in the first week of November, we'd have to agree with you. But we still plan on being in Z-town for Christmas. On the other hand, based on what happened in the last big El Niño year, we'd be hesitant to venture across the Pacific to French Polynesia before April.

As for your semi-official Tahiti Cup page, it gives most of the pertinent information: 1) That the course distance from San Francisco to Tahiti is 3,600 nautical miles; 2) That the course takes the fleet through the coastal northwesterlies, the northeast trades, the tricky ITCZ, and then the southeast trades; 3) that Mariner won the first Tahiti Race in 1925 in 20 days, 11 hours; 4) That Yukon Jack, a Santa Cruz 50, finished the '95 Tahiti Race in 19 days and 3 hours; and 5) That the Santa Cruz 70 Kathmandu did it in '94 in 14 days, 21 hours, averaging nearly 10 knots for the duration.

"Let's do the Tahiti Race again in May of '99," writes Warren. The Wanderer thinks this is a splendid idea, as it would leave the fleet in an ideal position to continue on to New Zealand for the America's Cup and Australia for the Olympics. Call Keith Buck at (510) 837-9424 for Tahiti Race information.

### ⚡THE 'ME FIRST' ATTITUDE

I'm writing in response to John Hodgson's November letter concerning COLREGS. I feel *Latitude's* editorial comment was right on! You described exactly what all skippers should do when they sight a large ship; begin to figure out how they're going to stay out of the ship's way.

The attitude of Hodgson — to hold course whenever he feels he's in the right — is all too common with the Southern California mariner. The attitude surely comes from their driving hab-



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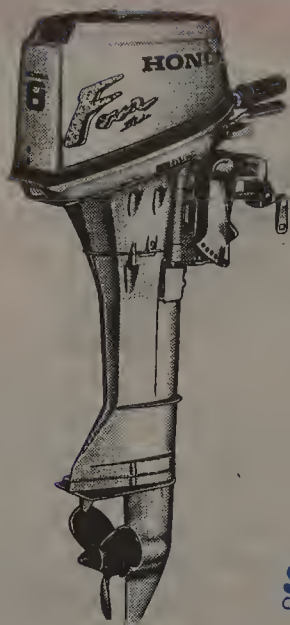
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## LETTERS

its on the freeways. It's called the 'Me First' attitude and has become prevalent in this part of the state.

P.S. I'm in need of some information on cruising with a cat and hope your readers might help. What if anything can be done about a cat getting seasick, and would it be wrong to de-claw a cat?

Steve Hersey  
SeaScape  
San Diego

Steve — We don't want to be too critical of Hodgson because he has a legitimate point: once you get into a 'situation' with another vessel, you must follow the Rules of the Road or chaos will ensue.

Cats are terrific cruising companions. When they get sick, they don't stay sick for long. As for de-clawing your cat, we'll leave that question to those more familiar with the pros and cons.

### ↑↑A GENUINE SHOW OF AFFECTION

I do not cruise Mexico, but happened to read the small article about Philomena Garcia. She apparently not only provided a good and valuable service to those who frequented her restaurant in Melaque, but from the tone of the notice — and the fact that she phoned *Latitude* — became a personal friend to you and undoubtedly many others in the boating world.

Judging from her photo, Phil is a young woman, yet has undergone her fifth "complicated" operation. Twenty thousand dollars will not go far in a Houston hospital. I would suggest a genuine show of affection, friendship and concern by establishing a medical fund to help defray her expenses.

R. Hart  
(Not A Boatowner)

Readers — We received the following letter from Phil on November 12:

"I'm presently in Southern California. I've been to Houston where I had five different operations, but am still having problems. So it seems that medically there is little hope — but mentally I am feeling great and would love to get back with work again one day if God wants. But now I'd like to change the subject:

"I want cruisers to know there is help for them in Melaque at Terraza Kosonoy, which is the third palapa from the free beach trailer park next to my old restaurant, Los Pelicanos. Doña Kosonoy owns Terraza Kosonoy and her family belongs to the fishing fleet. They know lots about engines and where parts and mechanics can be found. They can also help with electrical and refrigeration problems. Gerrado speaks English perfectly and would be a great help. Terraza Kosonoy has ice, water, showers, cold beer, soda, and good food. They'll be running the cruisers' net each morning on Channel 68.

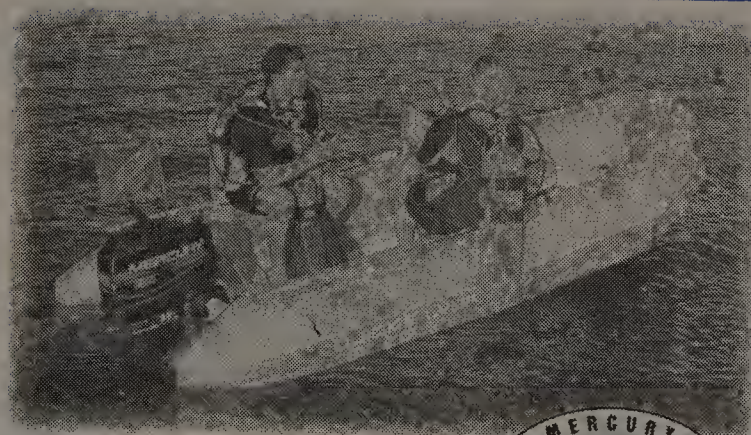
"My prayers and thoughts are with all the cruisers — may you all have fair winds and following seas."

Phil and Trini's many friends should know that she most recently wrote from 8081 Larson Ave, #2, Garden Grove, CA 92844. We're certain she could use financial assistance — but more than anything would love to hear from her many cruising friends.

### ↑↑BAJA'S DUMBEST CRIMINAL

The cruisers here in Puerto Escondido, Baja, are hoping you will print the following. Our intent is to show that we don't put up with this kind of activity from anyone, and that we stick together as cruisers. Going to the local authorities isn't easy as they don't like to get involved with gringo problems.

Stealing gear off another cruiser's boat is not the brightest thing to do in the first place, but manufacturing proof that you



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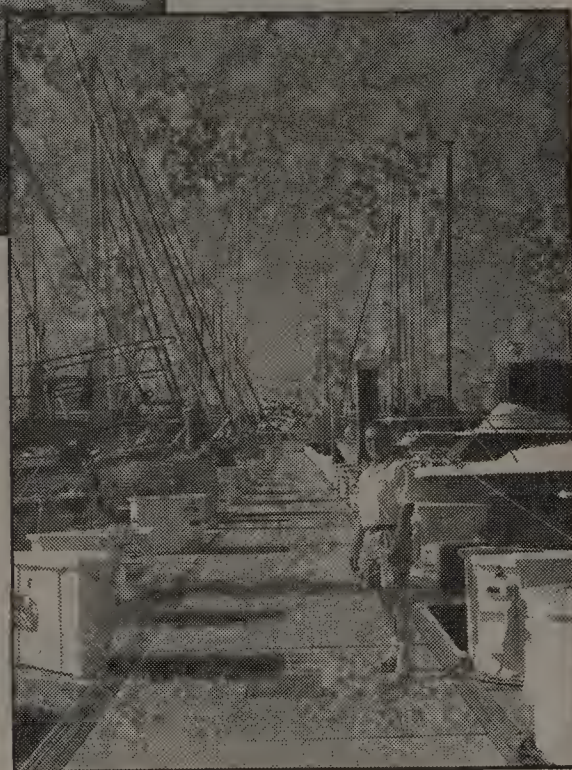


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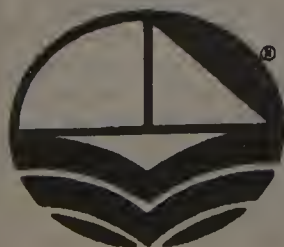
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## LETTERS

stole it is just plain stupid. In any event, here's the story:

Last summer a 55-lb Delta anchor and a 44-lb Bruce anchor disappeared off the bows of two different boats here in Puerto Escondido. These are the only known thefts from boats in this harbor in many years. We cruisers all had our suspicions about the culprit, but no proof. Our suspect is a loner who doesn't have any friends and hardly gets off his boat. When he was here last summer, he anchored with a large Danforth that he borrowed.

Upon this suspect's return this summer, he dropped a 55-lb Delta! He bragged about what a good anchor it is — and mentioned that he had a 44-lb Bruce as a back-up. For his 30-foot boat! Such an overkill in anchors really got the cruisers in the harbor buzzing.

We decided to confront the suspect about his possession of the two anchors, and just about everyone in the harbor converged on his boat at the same time. Our suspect admitted that he had a 55-lb Delta on the bottom and also a 44-lb Bruce. He stated that he bought them new a few years ago — and conveniently produced receipts for both.

The receipt for the Bruce was a hand-written order form used by West Marine; it was not a purchase receipt or a cash register receipt. And what about the Delta? He produced a 'snap out' form receipt for membership renewal from Boat/U.S. On the second line of the carbon copy form — and in a completely different handwriting — was "(1) 55-lb Delta anchor \$495.00." It was dated 1995. What, no sales tax added? No total at the bottom? No cash register receipt stapled to it?

In any event, this is where the guy really messed up. Boat/U.S. tracks all their member purchases by computer. Since our suspect renewed his membership the day he supposedly bought the Delta anchor, it should be on record. Thanks to the cooperation of Boat/US, they confirmed that our suspicious character had never bought an anchor from them, and had only made very small purchases. The only 55-lb Delta anchors they sold from the San Diego store were to a wholesale account. Whoops!

The matter is now in the hands of the local authorities, and we are waiting for the wheels of justice to turn. Without this receipt, we would have had nothing to go on. To top it off, this guy feels the heat coming down and boogies out of the harbor at 0230 — only to return 26 hours later with a raised waterline and no Delta or Bruce anchor. Hmmmm, it's seems there's treasure out near them there islands!

Because some of us have been threatened by the suspect, we prefer that you don't publish the names of our boats.

Skippers from 11 cruising boats  
who have witnessed the above events  
Puerto Escondido

*Skippers — Situations such as yours ought to be taught in high school civics classes, for they raise great issues.*

*The way we see it, you cruisers are the only real law in Puerto Escondido. If you'd all gotten together and taken the anchors back by force, there wouldn't have been anything the alleged suspect could have done — or anything the local authorities would have done.*

*We presume you didn't take the anchors back because: 1) You only had circumstantial evidence that the suspect took them, and 2) Because as recent members of American society, you're accustomed to having the government do the 'dirty work' of justice for you. The truth of the matter is that it's emotionally very hard for civilized people to be unkind to even very nasty people — which is why so many convicted thieves, rapists, murderers and other criminals usually get off with little more than a slap on the wrist. And it's why genuine bums and derelicts are forever al-*



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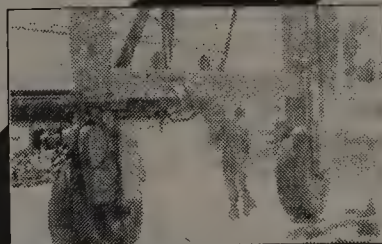
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## LETTERS

lowed to piss off, shit on, and harass people on many of America's most prestigious streets. Your suspect may be 'Baja's Dumbest Criminal', but we predict he won't be convicted of the crime you're convinced he committed.

But how times have changed in Baja! When we first cruised down in the '70s, it was still a true frontier and justice was as crude as it was swift. If somebody stole a car, the federales would track him down, shoot him, and bury him. Then they'd have lunch.

### ⇅SEA FEVER

While the term 'tall ship' is indeed often misused, I have to take exception to your characterization, in the November *Sightings*, "as one of those danged coined things that some reporter came up with and won't go away."

As 'sailors of merit', you must surely be familiar with the poem *Sea Fever* by John Masefield, who sailed on square-riggers. I refer specifically to the lines, "And all I ask is a tall ship, and a star to steer her by."

Greg  
Clew-less in Sunnyvale

Greg — And you should take exception, as it was a foolish blunder on the part of the editorial staff. Our regrets.

### ⇅TICK TOCK, TICK TOCK

I have a time-bomb ticking at the nav station of my Mason 44 — it's a model GXL1100 GPS by Apelco. You may hear the same ticking sound in your boat if you own this particular GPS — or any of a number of other Raytheon Electronics' GPS products using a JRC core manufactured prior to December 1996. The others include the Raytheon RayStar 100 and RayStar 108, Apelco 180 and Autohelm GPS.

The 'detonation' is set to go off May 2005, but there won't be an actual explosion. Rather, time to first fix (TTFF) will increase from about a minute to anywhere from 20 to 30 minutes. In other words, a 'cold restart' each and every time the unit is switched on.

In their letter to me, Raytheon passed along JRC's claim that only seven to 12 minutes will be necessary to TTFF — but the manual cites 20 to 30 minutes as typical. I tested my unit by entering '00' when prompted to enter the year, but I gave up after waiting 20 minutes.

What's behind this is a variation of the same problem that is plaguing the data processing community — the 'year 2000 rollover effect'. While there has been little discussion about the implication of the year 2000 effect on the programs embedded in our marine electronics, it's now clear that we may be in for some surprises.

Perhaps 1997 may seem a wee bit early to get excited about this, but I just purchased the unit last year at Boat/U.S. prior to our six-month cruise in Mexico. I doubt very seriously if I would have purchased it if the box had been clearly marked "will not operate after May 2005." After all, would you buy a new TV or stereo whose package carried the same notice?

Raytheon Electronics, of course, has been aware of this problem for some time, but their product support manager Phillip Gaynor doesn't share my concern about waiting up to a half hour for a first fix. I can imagine some dicey scenarios that might well prove lethal to anyone unaware of this problem while relying on this product for navigation just a few years from now. Apparently Mr. Gaynor has yet to do any cruising.

I've enclosed copies of correspondence received from Raytheon that serve as the basis for this letter. Perhaps the most interesting is the internal memo by John P. Stohrer in which he quotes JRC's assumption that there will be no currently sold units in operation after September 2008. Maybe that



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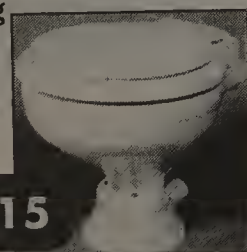
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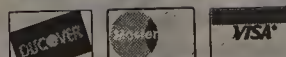
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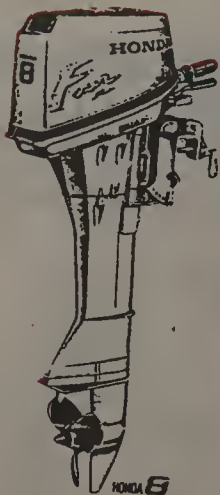
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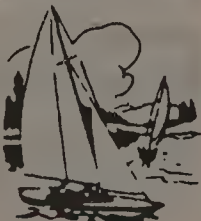
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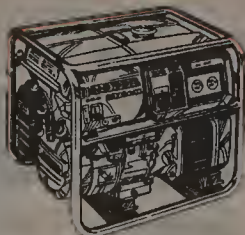


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**LETTERS**

means that there is a time-bomb in the time bomb itself.

This TTFF issue obviously does not pose an immediate problem to the majority of cruisers, but there are certainly some who are either 'about to do it' or 'already doing it' that might benefit from an alert — especially if their plans call for continuous cruising well into the next century.

John Rainey  
Mariposa, Mason 44  
Huntington Beach

John — Some may disagree with us, but we think the time-bomb analogy is a little over the top. For one thing, GPS units are now so inexpensive that we assume most serious cruisers will carry at least two. So if eight years from now one of them has to warm up for seven to 12 minutes — or even 30 minutes — while the other GPS does the job, what's the big deal?

Besides, in terms of modern electronics, 2005 is an eternity from now. Eight years ago a GPS was large in size and price; now they're not only tiny and inexpensive, but some models will send and receive e-mail. If the past is any indication of the future, we expect our Year 2000 model GPS to give accurate positions, automatically brew the morning coffee, download the New York Times, make up our bunk, give us a close shave and function as an effective marital aid.

In any event, here's what Raytheon has to say in response:  
GPS In The Year 2000

There has been a lot of discussion lately regarding the effects of the calendar year 2000 on GPS and computer systems. Here are some of the truths about the Year 2000.

The satellites in the GPS umbrella send various information to GPS receivers — including a 10-bit field for weeks. The system does not utilize month, day, and year, but uses weeks for date calculation. The maximum number of weeks allowable in this binary field is 1024 (or about 19.5 years). The effective software starting date for GPS was January 1980.

On August 21, 1999, that 10-bit field will reset to 0 and that piece of data will be sent to GPS receivers. Those receivers which are not compensated for with software, will calculate the date to be January of 1980. Naturally, all almanac data in memory will be incorrect and every fix will be from a 'cold start' condition when powered up.

The latest GPS units produced by Raytheon Marine — the Raytheon RayStar 105 and 112, the Apelco 182, 182XT, GPSII and GPS6200 and the Autohelm ST 50 GPS manufactured after December 1996 — house a GPS core which automatically compensates for this anomaly. (When the register resets to 0, the software adds 1024 weeks.)

The Raytheon RayStar 100 and RayStar 108; Apelco GXL1100, 180 and Autohelm GPS units manufactured prior to December 1996 — will have no problem with almanac update until the end of April 2005. After May of 2005, a manual cold start will be required and Time Till First Fix (TTFF) will be seven to 12 minutes.

In conclusion, if you have a GPS sensor manufactured by Raytheon Electronics you will be unaffected by the change of the calendar in 2000, and you will be good until the middle of 2005 with early versions of Raytheon, Apelco and Autohelm GPS units. For new Raytheon and Apelco GPS units purchased after August 1996, and Autohelm units purchased after December 1996, manual cold starts will not be necessary until 2020.

If you have any questions we would be happy to explain this further, just send us your question from our home page 'Ask the Experts' form: [www.raymarine.com](http://www.raymarine.com).

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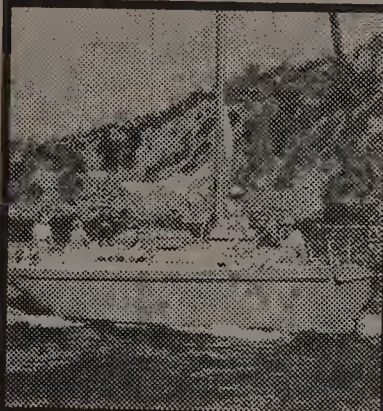
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## LETTERS

poorly many cruise ship workers are paid. You repeated the story from the *Wall Street Journal* that Pavel Lukanova, a bartender aboard the Carnival Cruise Line ship *Holiday*, only gets paid \$1.50 a day. Unfortunately, most foreign flag ships that employ Third World crewmembers are able to get away with this. This is a fact of life, albeit a sad one. But I have no doubt that American ship companies, if they could get away with it, would pay their crews \$1.50 a day, too. Unions are one of the reasons they can't.

However, the last paragraph of your *Sightings* is something that I take great exception to. Yes, there are longshoremen who may make \$90,000 a year and port crane operators who may make \$120,000 a year, but I'm a port pilot — and I don't make \$150,000 a year. But there are port pilots in other parts of the world that make up to \$270,000 a year! Los Angeles is the second busiest port in the nation, but her pilots are among the lowest paid.

If you want to judge us against the average American worker, obviously we're well-compensated professionals. But all we're looking for is to be compensated the way other people in our industry are compensated. To insinuate that we're extortionists — "Or maybe just because they're in an ideal position to extort more" — is nothing short of libelous slander. Where do you get off editorializing on the wages of a cruise ship bartender versus the wages of skilled professionals?

Capt. Frank Lukowski  
Los Angeles Port Pilot (currently on strike)

Capt. — Here's the problem with "being compensated the way other people in our industry are compensated": Some of the 'other people' get outrageous compensation. Sometimes they get it because some politician — we're not mentioning Mayor Willie Brown by name — overindulges union workers as a way of buying votes and support. Others get overcompensated because — and please don't play dumb — they're in a position to extort it, such as in the notorious ports of Japan.

The 'transit professionals' at BART, for example, didn't get a raise because furious commuters thought they deserved it, but rather because commuters couldn't take any further disruption of their lives. If BART workers got paid what most commuters think they deserved, they'd have gotten a pay cut. In any event, the "being compensated the way others in the industry are" argument is usually bogus.

You might think we're anti-union, but we're not. In fact, we think there needs to be many more unions in places where workers truly bust their asses and still don't make a living wage. Further, we detest any individual who profits billions on the backs of people who get paid \$1.50 a day. That's bullshit and is the reason why we avoid products from companies like Nike.

On the other hand, we — like the majority of Americans — are fed up with unions whose primary purpose is to make the workplace as slow, inefficient, and expensive as possible. Unions who insure that no matter how incompetent, lazy, stupid, unreliable and irresponsible a worker is, he or she can't possibly be fired.

Our singular union moment happened about 15 years ago, when a Golden Gate Transit driver got drunk, drove crazily, and refused to let anybody off the bus until he got to the bus barn in Novato. When the kidnapped passengers finally got off the bus, they screamed at the driver that he was going to get his ass fired. So the drunk driver taunted his victims by saying, "They can't fire me, I'm in the union." And sure enough, he couldn't be fired.

A fair wage for a good day's work. That's not \$1.50/day for a guy working on a cruise ship — but neither is it \$90,000 a year for a clerk in a monopoly labor situation. We need more unions — but we need more replacement workers, too.



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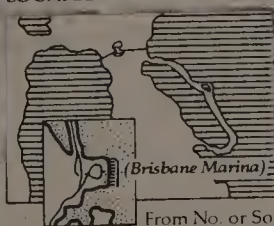
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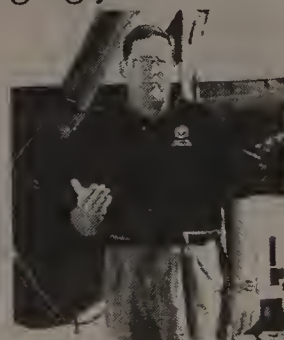
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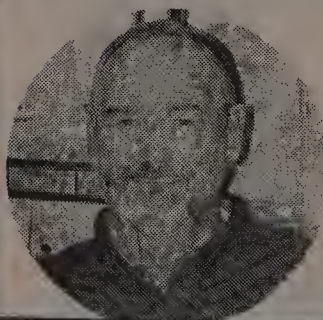
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## LETTERS

P.S. "Libelous slander" — what a concept! Both libel and slander involve forms of defamation; libel is when you write it, slander is when you say it. By definition, opinions can't be libelous or slanderous.

### ⇓⇓THE SCHOONER TAMARIT

An old friend living in Germany is showing symptoms of advanced nostalgia. He has asked me to try to track down the destiny of a boat on which he crewed in Monterey in the early '60s. Her name was *Tamarit*, and she was a marconi-rigged staysail schooner then preparing for a Pacific cruise.

Sympathetic parties might contact Dean Spinanger at [dspinanger@ifw.uni-kiel.de](mailto:dspinanger@ifw.uni-kiel.de).

George Aid  
Berkeley

### ⇓⇓SHE WAS A CLASSIC BACK IN THE '50s

I was wondering if it would be possible to find out if my family's yacht is still in existence. She was a 74-footer named *Rainbow* that slept 10 when we owned her in the '50s. She was very special.

My dad sold her in '53 or '54 to an attorney named Charles Spivak, who renamed her *Elysion*. I heard she was the pace boat in some type of sailboat race, but can't confirm it.

I would really appreciate any help you might be able to give me.

Jeannine Seely  
Redding

Jeannine — It would sure help if you knew who designed her, who built her, and what rig she carried. Most large boats have done a TransPac at some time in their careers, but there's no *Rainbow* or *Elysion* in the records.

You might also try R.C. Keefe at the St. Francis YC. As far as we know, he knows about more of the grand old yachts than anyone.

By the way, are you sure her new name was *Elysion* as opposed to *Elysian*? The former means nothing to us, while the latter was a mythical land at the westernmost edge of the world where the great heroes were taken and made immortal. Worry and disease were unknown at *Elysian Fields*, where the heroes were free to pursue their favorite activities. The mythical place is not, of course, to be confused with the district of the same name in Los Angeles.

### ⇓⇓RELIANT AND OFFSHORE 40s

I'm in the process of putting out a newsletter for owners of Rhodes Reliants and Offshore 40s. I've heard that about a year ago you had an article about how an Offshore 40 survived the big storm near Tonga. I would very much appreciate it if you could send a copy of the article — or even post it on your web site. It would be great if owners of sisterships could read about this survivor's account.

Ben Stavits  
<[bstavits@vm.temple.edu](mailto:bstavits@vm.temple.edu)>  
Bala Cynwyd, PA

Ben — The vessel in question was the Offshore 40 *Mary T*, and the blow in question was the Queen's Birthday Storm. Conditions were so bad that for awhile it looked like the crew would have to abandon the boat. After making repairs, however, they were able to safely ride out one of the nastiest storms in recent cruising history.

If you knew when the article ran, we could provide you with a copy. We plan on getting our archives in order, but don't hold your breath.



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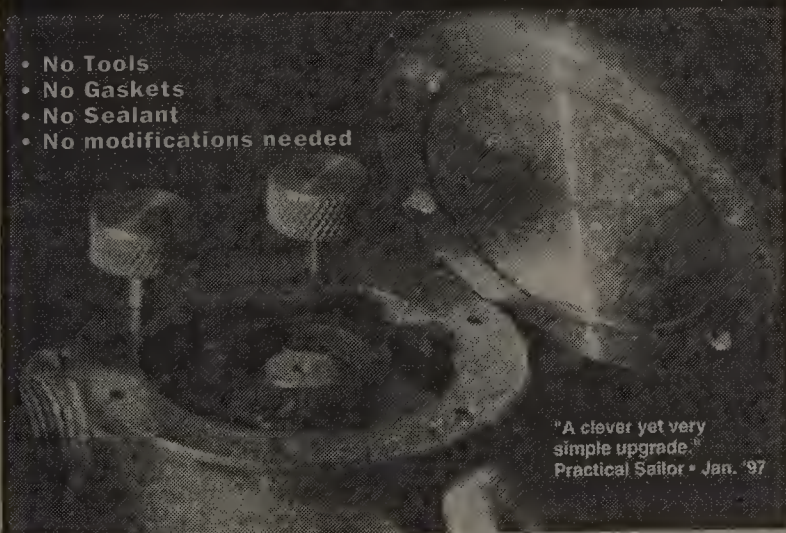
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## LETTERS

### LOOKING FOR CHICKEN LIPS

On orders from my wife, I'm shopping for 'the best made brand new outboard motor'. If I don't get it, she's never going to go out on our boat again. A new outboard opens up some interesting possibilities — however, I do want a reliable motor for a change.

So far, I haven't been able to get a straight answer from anyone about the new legislation affecting two and four-stroke outboards. Are two-strokes going to be outlawed on a certain date, and if so, what date? Will the old ones be allowed to disappear by attrition? Nobody seems to know, but I sure don't want to spend a lot of money to buy a new outboard — and then have to junk it in a couple of years.

I would prefer to buy a four-stroke motor, but it seems that I'm looking for 'chicken lips'. I think the manufacturers have just one four-stroke that they take to boat shows, because these four-strokes don't seem to exist anywhere else. For example, I've been to four or five Honda dealers. "Duh, dude," they tell me, we only sell gnarly bikes, so go to a boat store, dude." So where is one to get parts and service? The manufacturers are out to lunch big time on this one.

John Wyer  
Vago  
San Clemente

John — Inspired by your letter, we picked up a recent copy of *Latitude* and called the first outfit advertising outboards — which happened to be the Outboard Motor Shop in Alameda. We spoke to Craig Jacobson, who seemed to have all the answers to your questions.

Jacobson explained that according to the new legislation, which is now in effect, outboard manufacturers have to reduce the total pollution from their outboards by 8.3% each year through the year 2007. Because the bigger outboards pollute more than small outboards, many manufacturers are attempting to comply by adding fuel injected — and thus cleaner burning — large outboards to their lines and/or by introducing new four-stroke models.

Like many people, we were under the assumption that Honda has been the only company that's been making low horsepower four-strokes. Jacobson corrected us, explaining that Johnson has been making small four-strokes for nearly a decade. "We've got four-strokes in 8 hp, 10 hp, and 15 hp on the floor and for sale today," he told us.

"What are you going to use the outboard for?" Jacobson inquired when we asked if he'd buy a two or four-stroke version of a 10 hp outboard. "If you're going to be putting the outboard on and off a dinghy, the two-stroke has the advantage of being much lighter. A 10 hp Johnson two-stroke, for example, weighs 73 pounds while the four-stroke weighs 99 pounds. The two-stroke also requires less maintenance and costs about 25% less. "The advantage of the four-stroke is that it pollutes less, burns a lot less fuel, is quieter, and doesn't smoke."

Since you're in the Southern part of the state, we also called Tradewinds in Huntington Beach, a dealer in your neck of the woods. The salesman told us that Yamaha has been making a 9.9-hp four-stroke for 12 years. Yamaha also offers 15 and 25 hp outboards in both two-stroke and four-stroke models. In each case, the four-strokes cost about \$300 more and weigh about 25 pounds more. "I'd buy a four-stroke if I had davits to lift my dink out of the water, but I'd buy a two-stroke if I had to lift the outboard myself," the Tradewinds person told us.

See next month's Sightings to learn whether *Latitude's* new outboard is a two-stroke or four-stroke.



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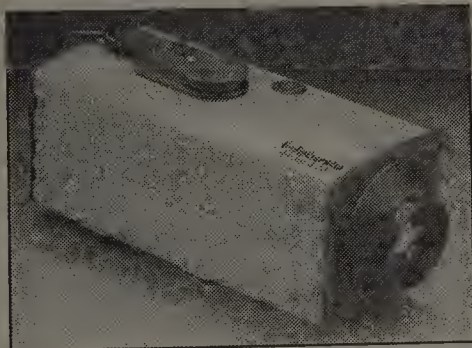
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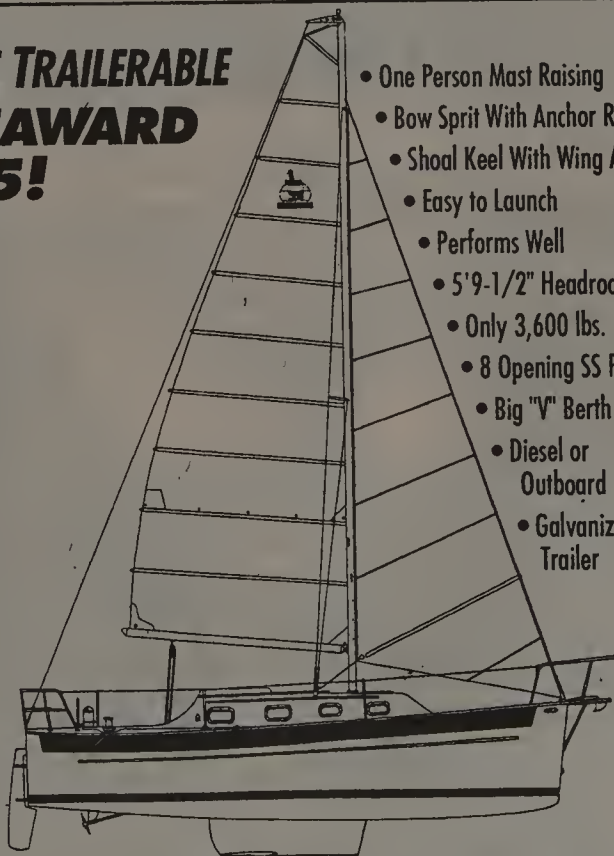
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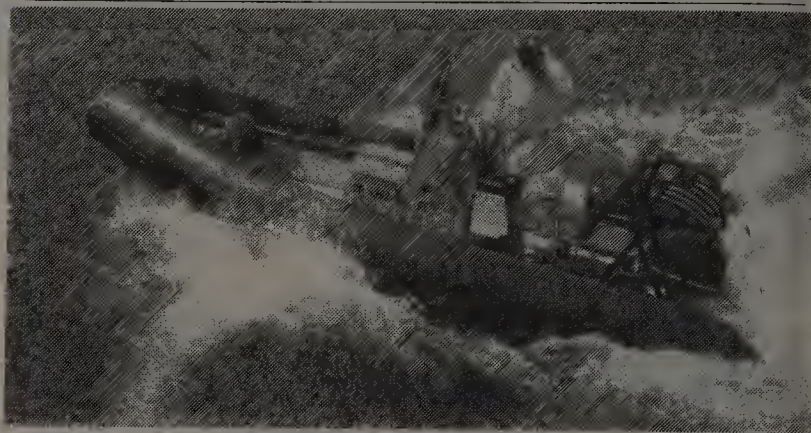
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**AT THE ENTRANCE TO THE SAN RAFAEL CANAL**

## LOOSE LIPS

Our apologies.

In the last few months, we have several times neglected to give credit where it is due — to the same photographer.



Chuck Saunders of 'Foto Float'.

The most greivous example of this was the November cover. That terrific shot of the ketch *Great Kate* jamming out the Golden Gate was not taken by a staff member, as indicated. It was the work of professional marine photographer Chuck Saunders, whose *Foto Float* photography also appeared unattributed in a recent *Sightings*. We regret these omissions, and apologize to Chuck.

Saunders, meanwhile, is heading for warmer climes. He'll be Mexico for six months or so on an unnamed Bentley 38 before returning to the Bay to resume shooting local boats.

Looking good.

That's the only way to describe *SAIL* magazine's November cover, the first to use a painting instead of a photo. The boat depicted is the Alden 48 *Avocet*. And the artist? None other than Pt. Richmond's Jim DeWitt. Check it out, then make plans to visit the DeWitt Gallery's open house at their new location (1416 Sandpiper Spit Rd., Point Richmond, 510-236-2178) on December 6 and 7.

New clubs for PICYA.

At their November 3 meeting, the Pacific Inter-Club Yacht Association voted to add two new yacht clubs to their ranks. The addition of the Delta Bayliner YC and Gold Country YC brings the total PICYA membership to 94 yacht clubs. The Capitol City YC was also elevated in status from associate to regular. If you have any questions about this hard-working organization, call incoming commodore Tom Allen at (415) 381-1128.

New president for CAHPC.

John Cruger-Hansen, Harbormaster at Antioch Marina, has been elected president of the California Association of Harbormasters and Port Captains for 1998. Dedicated to professional harbor management, CAHPC members have been serving state boaters since 1948.

Worthy survey.

According to official reports, more than 80% of the people who die in boating accidents aren't wearing lifejackets. The presumption, of course, is that most might be alive if they had been. The Coast Guard wants to know what boaters think about the whole lifejacket issue. To this end, there's an official notice in the Federal Register asking for public comment.

Since most of you probably don't have one of those lying around the coffee table, *BOAT/U.S.* has also posted the survey



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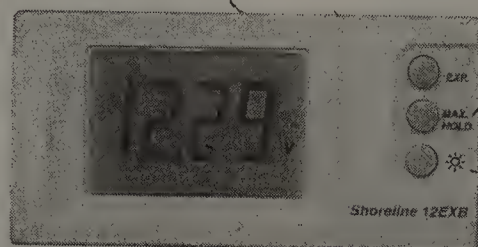
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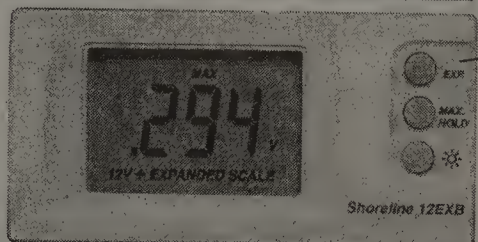
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## LOOSE LIPS

on their website — [www.boatus.com](http://www.boatus.com). Responses will be forwarded to the Coast Guard.

Pigeons? What a ripoff! All I see is a bunch of seagulls. . .

The historic lighthouse at Pigeon Point celebrated its 125th anniversary over the weekend of November 22-23 with tours, music, an art show and special lighting of its authentic Fresnel lens. That lens, a 4-ton, 10-foot-high item — made up of 1,008 separate glass prisms attached to a brass support structure — was shipped from France around Cape Horn.

The lighthouse itself was actually one of the 'newer' ones on the Northern coast of California (the first being Alcatraz, first lit in 1854). Pigeon Point got a light in 1872, mainly to stop a horrendous amount of shipping that was running aground there, including the mail carrier that gave the point and the lighthouse its name. ("People are always looking for pigeons until we educate them," notes one official.) At 115 feet, the Pigeon Point lighthouse shares the distinction — with the like-size Point Arena lighthouse — of being the tallest operating lighthouse on the West Coast.

Like all lighthouses these days, the Pigeon Point light became fully automated in 1974, with a very unromantic flashing light taking the place of the monstrous, wonderous Fresnel lens.

Happy birthday!

Draw your own conclusions.

If a recent recommendation is approved, the U.S. Naval Academy in Annapolis will no longer teach celestial navigation.

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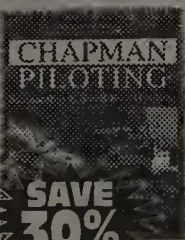
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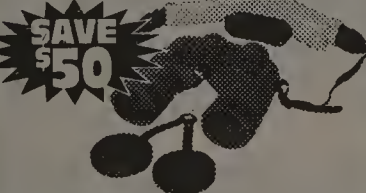
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# SIGHTINGS

## thank you for helping jane

My wife, Jane, died on November 4, 1997, in Bahia Santa Maria, Mexico, while participating in the annual Baja Ha-Ha Cruiser's Rally. Her death was sudden, tragic and obviously unexpected. Our three sons will grieve her loss for she has left a void in our lives which can never be filled. We plan to spread her ashes in the Pacific from our boat, *Madame Charm*, which was named for her.

This letter, however, is not about her death, but rather about the Herculean efforts so many of the Baja Ha-Ha participants made in attempting to keep Jane alive. The Baja Ha-Ha is a fun event, and everyone on the *Song of San Francisco* was thoroughly enjoying it; from acting as committee boat at the beginning of the race, to the ribbing we received about being the token powerboat in the fleet.

When the call went out for help, however, the response was imme-

continued outside column of next sightings page

## smokin' across

Whitbread 60s aren't dry, warm or comfortable. But they are fast. Last month, that fact was proven once again with a new monohull day's run record. Between 0820 November 19 and 0820 on the 20th, Lawrie Smith's British entry *Silk Cut* sliced through 449.26 miles of ocean — an average of 18.7 knots! At the time, *Silk Cut* was 50 degrees south, just east of the Kerguelen Islands, a godforsaken postage stamp about 300 miles north of Antarctica.

The record beats the previous monohull record, 434.4 miles, set only last July

## preparing for baby

Scientoids still insist that El Niño is on its way, although autumn has seemed altogether pretty normal to us. But just in case they're right, we remind you to check, renew and augment your docklines. Maybe even go up a size on the line — and please, no old jib sheets. The best combination of strength, stretch and economy is three-strand nylon. (Your chandlery can tell you what the best size line is for your boat.) Augmentation comes in the form of chafe gear and shock absorbers. You can home-make the former to save a few bucks, but it's hard to beat those rubber in-line snubbers for shock absorption, even at \$25 to \$50 apiece (depending on line size).

By the way, the photo here is of Sausalito in mid-December, 1989. A howling Northerly with sustained winds of 40-50 mph and gusts to 70 raked Northern California. More than a dozen boats sank or were driven ashore and over 100 more sustained significant damage. And that was in a non-El Niño year.

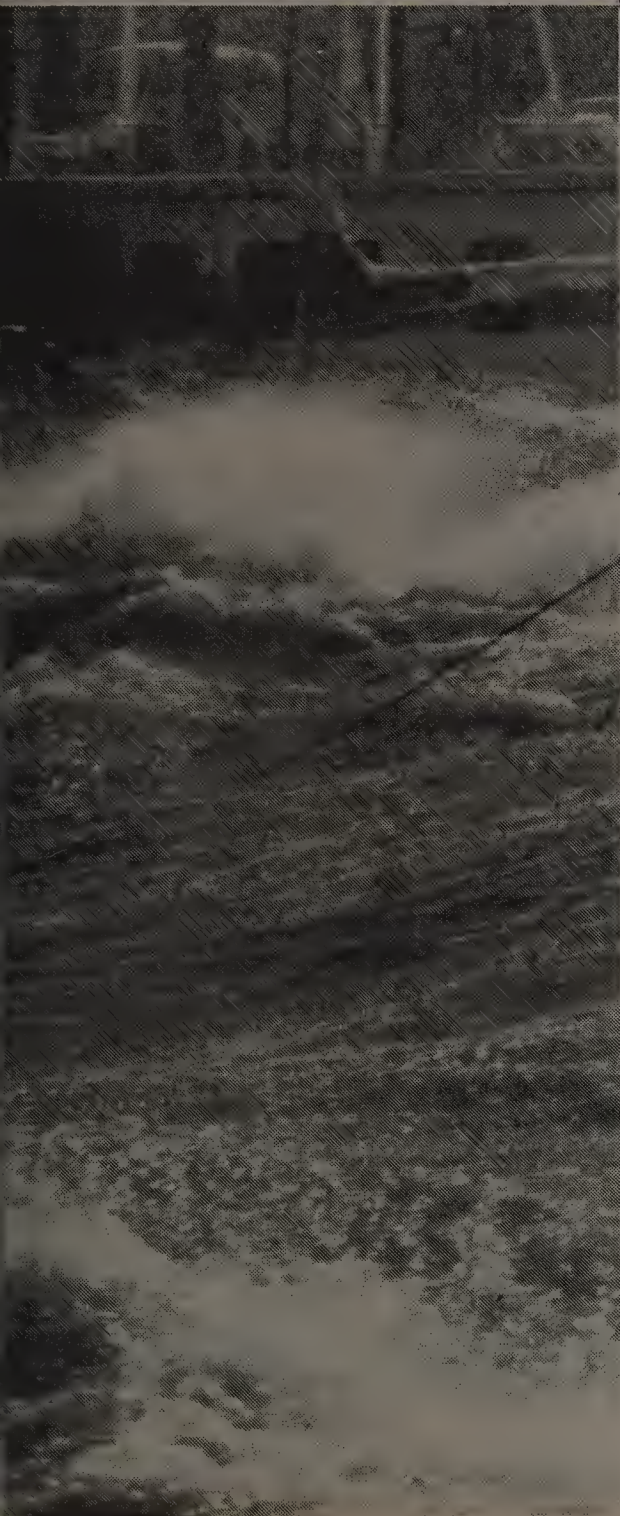


## the southern ocean

on another W-60, the Chris Dickson-helmed *Toshiba* (during a qualifying race). Interestingly, Lawrie Smith also holds the noon-to-noon speed record in the last Whitbread, 428.7 miles. He thinks 480 is possible.

"What's more fun, catching another boat or breaking a world record?" mused *Silk Cut*'s navigator, Steve Hayes. "At the moment, we don't have to choose as we are doing both."

At this writing, *Silk Cut* — named for their cigarette sponsor — was in fifth place and gaining ground.



LATITUDE/JR

## jane — cont'd

diate and overwhelming. I wish I knew all of the people who came to our aid so I could thank each one personally. There must have been in excess of 30 people, from doctors and nurses to firemen who responded. Their level of professionalism and commitment was remarkable.

The three people who accompanied and tended to Jane continuously during the one-hour trip from the anchorage to Puerto San Carlos deserve special thanks; Sean and Diane performed CPR the entire time without a break. Doctor Jack Ellis not only monitored Jane's condition, but stayed with me after she passed away and acted as interpreter with the various government officials until the coroner removed her body some six hours later.

Thank you also to the owner of *Let It Be*, the sportfishing boat that took us to San Carlos. The gentleman was not part of our fleet, but heard our call for help and responded. I would also like to thank John and Connie Talmage, the owners of *Song of San Francisco*, and Bill Gundred, our other crewmember, for their support.

People's capacity for kindness never ceases to amaze me. While in San Carlos, three individuals took me under their wing and helped me through the maze of government procedures necessary to get Jane's body released for return to the United States. Ed and Emilia Brenna and Padre Bruno Martinelli drove Connie and I the 70 kilometers to Constitucion and helped us through the frustrating process. Ed, who is originally from Berkeley, and Emilia own a motel in San Carlos and allowed me to make as many phone calls to the United States as I needed, gave Connie and I rooms for the night and fed us both dinner and breakfast. They refused to take any payment for this.

Padre Bruno left breakfast with his Bishop to accompany us and give Jane Last Rites. He also offered a mass for her the day after she died. Padre is trying to build a school in the town, and I have asked that memorial contributions on behalf of Jane be sent to him at:

Bruno Martinelli  
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Puerto San Carlos, B.S.C.  
23740 Mexico

As my son stated in his eulogy, Jane died a literary death, doing what she wanted in a far off place with the people she loved. Her kindness touched many and she will not soon be forgotten. The kindness she received in Bahia Santa Maria will also not be forgotten. If you see or hear her namesake, *Madame Charm*, on San Francisco Bay, please call and say, "hello."

— ed kelly



Jane Kelly.

## big lady's shave and haircut

We sailed into Aquatic Park the other day and right away, our rapierlike powers of observation told us something was missing. Hmmm, we said to ourselves, scanning the surroundings. Let's see, the Trans America building is still there. Coit Tower, check. Golden Gate, right where it should be. Alcatraz, ditto. Er, um, shore was there. Then somebody else aboard said, "Where's the *Balclutha*?"

Oh, yeah. That's it.

The 301-ft (LOA) centerpiece of the San Francisco Maritime National Historical Park's historic ship collection has actually been gone from her Hyde Street berth since the first of October. She's over at Bay

continued outside column of next sightings page



## big lady — cont'd

Ship & Yacht in Alameda undergoing a long overdue haulout and maintenance. In addition to a bottom job — her first in 10 years — the lower part of the steel foremast has been pulled for repairs and she'll get a new weather deck, that part of the main deck from the forecastle back to just past the mainmast. The deck is Douglas fir.

One of the better preserved ships of San Francisco's historic fleet — largely due to the fact that her hull is riveted steel — *Balclutha* is also the 'flashiest'. We don't know anyone who could stand at her wheel, look down a deck the length of a football field and not imagine how it was driving the big square rigger before a gale with a bellyful of grain bound from California to Liverpool.

*Balclutha*, built in Glasgow in 1886, had a long and varied career that also included time as an Australian lumber carrier, Alaskan salmon packet (under the name *Star of Alaska*) and even movie star — she appeared in the Clark Gable version of *Mutiny on the Bounty*. She was purchased by the San Francisco Maritime Museum in 1954, which refurbished her and returned her original name. *Balclutha* was designated a National Historic Landmark in 1985.

The \$1 million refurbishment is due to be completed shortly after the first of the year, at which time *Balclutha* will resume her place of honor at the Hyde Street Pier.

## having a hobie day

I was going to bring a book, but decided I would be too busy. After all, Mitch, Aaron and I were planning a 30-mile round trip from Moss Landing to Monterey and back on my Hobie 18. It would be too wild and crazy for *reading* — right? Wrong. This was early November, after all. There was plenty of swell, but never more than about 5 or 6 knots of wind. And we got started kind of late. So we bobbed more than sailed down the coast, a motion that didn't particularly agree with Aaron, who started throwing up out the front of the boat.

When we finally pulled the boat onto the beach at Monterey at about 3:30, there was just enough time to go to the bathroom and for Aaron to go buy some Dramamine. Half an hour later, we shoved off for home. From where we started, we could see boats heeled over farther out on the Bay, and once out of the windshadow of the pier, we shot up the coast at 15 knots. But it was just a cruel tease. By 6 p.m., we were barely moving again and I stared fearing mutiny.

I had no problem with the dark, and was comfortable enough in my drysuit to continue all night if need be. Aaron, also in a drysuit, said he was getting cold. It was obvious the Dramamine was too little, too late, as well, and he soon resumed feeding the fish.

Mitch, in a wetsuit, was frustrated, saying he felt wind, so we ought to be able to do something with it. The wind indicator was basically freewheeling, more with the motion of the boat than wind I thought. But we tried changing course and sure enough, we started moving. Or at least we were leaving a wake *behind* the boat. Gradually, we squeaked up to about 5 knots. The spirits of the crew seemed to lift with the progress. Unfortunately, we were headed straight out to sea.

We tacked back and forth for a while — the seaward tacks always seeming faster than the landward ones — until the wind died completely. To help Aaron take his mind off being seasick, we put him on the tiller while Mitch and I started paddling toward Moss Landing. Paddling would have warmed Aaron up, but I don't think he cared to paddle in his condition. We had hot tea, but he indicated he didn't care much for that either by throwing up again.

According to the GPS, we were about 9 miles from Moss Landing, 6 from Monterey and 20 from Santa Cruz. It was now 7 p.m.

Aaron suggested we beach the boat. Mitch and I vetoed the idea. What the heck would we do then — climb some cliffs and hitchhike? What about the boat? We pushed on.

I had pre-programmed the harbor phone numbers in the cell phone, so I started making calls. Moss Landing had no one who could help us

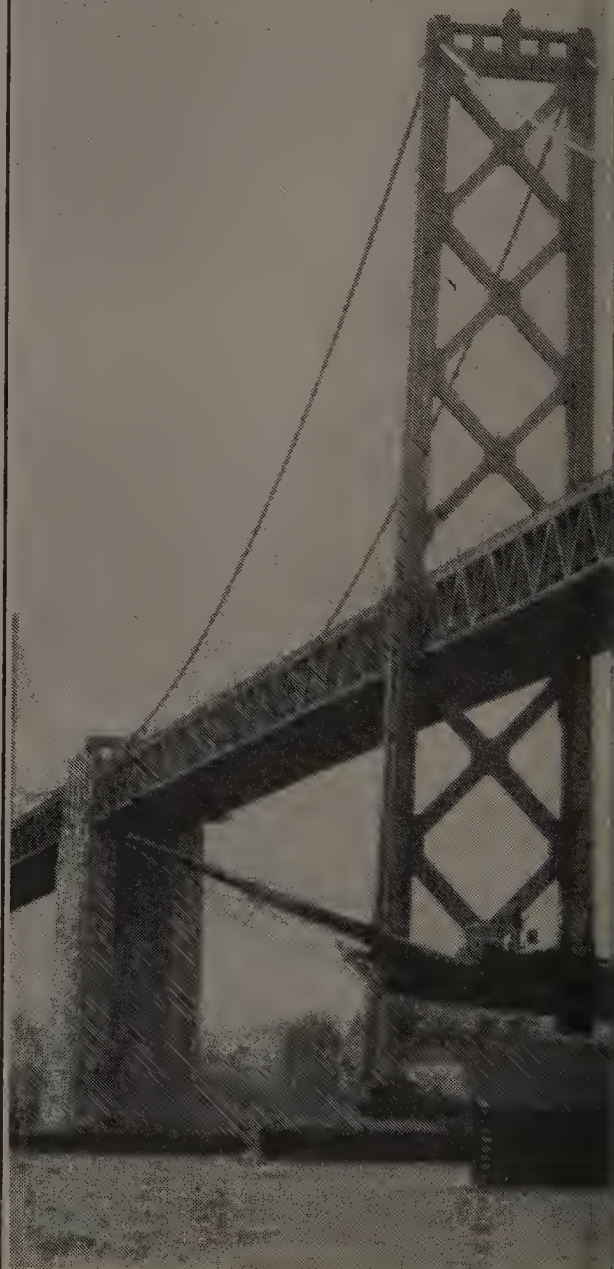
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## rboc — the good guys

Imagine this scenario: You go down to your boat for a fun weekend, only to find it's been smacked by something. Unfortunately, you can't figure out if it was caused by the deteriorating dock, which seems to become more rickety every time you come down, or because of a miscalculation by the drunken boater across from you who seems to hit everything except his slip when he's coming back from a day on the Bay.

The damage is just cosmetic, though, so you go ahead and start removing sail covers in preparation for the day. But then the harbormaster and a Coast Guard officer suddenly appear at your boarding

*'Balclutha' (with the help of two tugs on the other side) crosses under the Bay Bridge en route to a haulout in Alameda.*





## with the low profile

ladder. The officer wants to see your boating license, which you forgot to renew the previous month. "Sorry, sir, I can't allow this vessel to depart until you renew that at DMV." The Harbormaster tells you that your slip fees are going up this month — again.

Oh well, you sigh. That's the boating world our legislators have given us. Love it or leave it. But as long as you're there, you might as well do some maintenance. Gee, looks like it's already time to replace that expensive propeller again. They sure don't last long anymore since zincs were outlawed. . . .

continued middle of next sightings page

## hobie — cont'd

out. Monterey, no. Call the Coast Guard, they said. I called the Coasties and was told that since we didn't seem to be in any immediate danger, all they could do was call a salvage company — at \$85/hr with a 4-hour minimum. Uh, no thanks. But in a little while, they called back. They had a few new guys who needed training, they said. Maybe they'd come get us and tow us to Monterey. Call back in 15 minutes.

Mitch and I paddled harder. Landmarks didn't seem to be moving at all, which means we probably weren't. A quick check of the GPS confirmed this. "We're doing great," I said.

We had two flashlights on board. We used the smaller one to light up the wind direction indicator, just in case we got some and didn't notice. About 8 o'clock, we got a tiny breeze and started moving in the right direction at 3 knots. I punched a few buttons and announced that at this rate, we'd make it home by 11 p.m., no problem. "Even earlier if we get a little more wind," I added, trying to sound optimistic.

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TIM CAMPBELL/COURTESY SAN FRANCISCO MARITIME NATIONAL HISTORICAL PARK



## hobie — cont'd

I never called the Coast Guard back, but about 45 minutes later we saw boat lights streaking along in the distance. I blew my whistle and flashed the big flashlight up the sail in a series of SOS flashes. The boat slowed down and after a few minutes, they showed their light in our direction. When they got close enough, I asked if they were the people I had called. They said they were good samaritans. As the boat pulled alongside, I saw US COAST GUARD written on the side.

It was a large inflatable boat with three men aboard. One of them got on our boat and started attaching a line to the front crossbar. He asked if that was strong enough to take a tow. I told him, "plenty."

They asked us to drop the sails. We rolled up the jib, dropped the main and bungied everything down. We were to use our flashlight to signal if we got in trouble during the tow.

Mitch manned the tiller, the towline went taught and BANG! — we were off to the races. I figured we were going along at about 15 knots, so about all we could do was hang on for our lives.

Things went pretty well until the tiller stick got stuck. All of a sudden the boat veered off track at a 45-degree angle. It all happened so fast that I didn't even have time to blast my air horn or wave the flashlight. Just when I was sure we were going to cartwheel the boat, Mitch freed the stick and steered us back into the center of the wake. "Sorry," he said.

I got out the cellphone again and called Karen to come pick us up. She estimated two hours to get to Monterey from Moss Landing, because first she had to rescue my parents.

Rescue who?

"Your parents," she said. They'd had a great time watching our son Wilson that day (which allowed me to do this trip in the first place). But on the way back from Aptos, the fan blade on Dad's truck disintegrated and flew through the hood, causing a heck of a mess.

The Coast Guard dropped us off at the Monterey boat launch and said good-bye. I was elated that they didn't take our names or charge us anything. Mitch and Aaron were annoyed that they just left us there "cold and wet." Hey, that was fine with me.

By now we were all pretty cold, despite our suits. I started breaking the boat down to save some time later. Aaron went to the bathroom and cuddled up with the hand dryer. Mitch stripped down to his underwear, which was warmer than staying in the wet wetsuit.

Karen eventually showed up. We left the boat tied to the dock and drove Mitch home to Moss Landing. Karen went home to find the house without power and my father busy trying to fix the truck by flashlight.

Aaron and I picked up the trailer and drove back to Monterey to get the boat. We were pretty tired by now. I backed the trailer too far down the boat ramp and it started floating side to side. I was too beat to move the truck up the ramp, figuring the boat boxes would fill with water soon and the trailer would sink. Instead, the smaller boat box was so rotted that it broke free and started floating, slowly listing over to dump its contents and sink. I had just put on my dry warm clothes and wasn't about to get wet again. I probably would have left the box, but Aaron was soon in the water trying to retrieve everything. We struggled to drag the box ashore, forgetting that the boat had been untied and was now floating out to sea.

I ran out onto the dock. The boat was about 12 feet from the dock, too far away to reach but — for the moment — not drifting any farther out. In fact, it was surging back and forth about a foot toward the dock, then a foot away. I started getting ready to jump in and swim for it when Aaron came running down the dock. He'd found a line somewhere and we began casting for the boat. On the second throw the line snagged on a fitting which held long enough for us to tug it back to the dock. Finally, something went right!

We got home at 2 a.m.

Did I have fun? Yes! Would I do it again? Yes! Will I try to mount a small motor? Yes!! Does Mitch want to go again? Definitely. Aaron? "Call me," he said, "if you're planning any lake trips!"

— eric strasilla

## rboc

Sound scary? It should. What's even scarier is that, if it weren't for legislative watchdog organizations like RBOC — the Recreational Boaters of California — the above scenario might be standard operating procedure.

To put it another way, in recent months, RBOC has:

- Defeated legislative proposals to increase the annual fees boaters pay to the state. This action saved boaters \$9 million, the equivalent of \$10 apiece a year.
- Successfully fought two proposals (in 1992 and 1996) to eliminate the state's





## — cont'd

Department of Boating and Waterways — and use the fees boaters pay for non-boating purposes. Savings: \$50 million a year, every year.

- Won battles in the Capitol over measures that would have required boaters to be licensed.

- Defeated a bill that would have prohibited the use of sacrificial zinc anodes on boat hulls.

- Wrote statutes establishing reasonable rules prohibiting the operation of boats while under the influence of alcohol.

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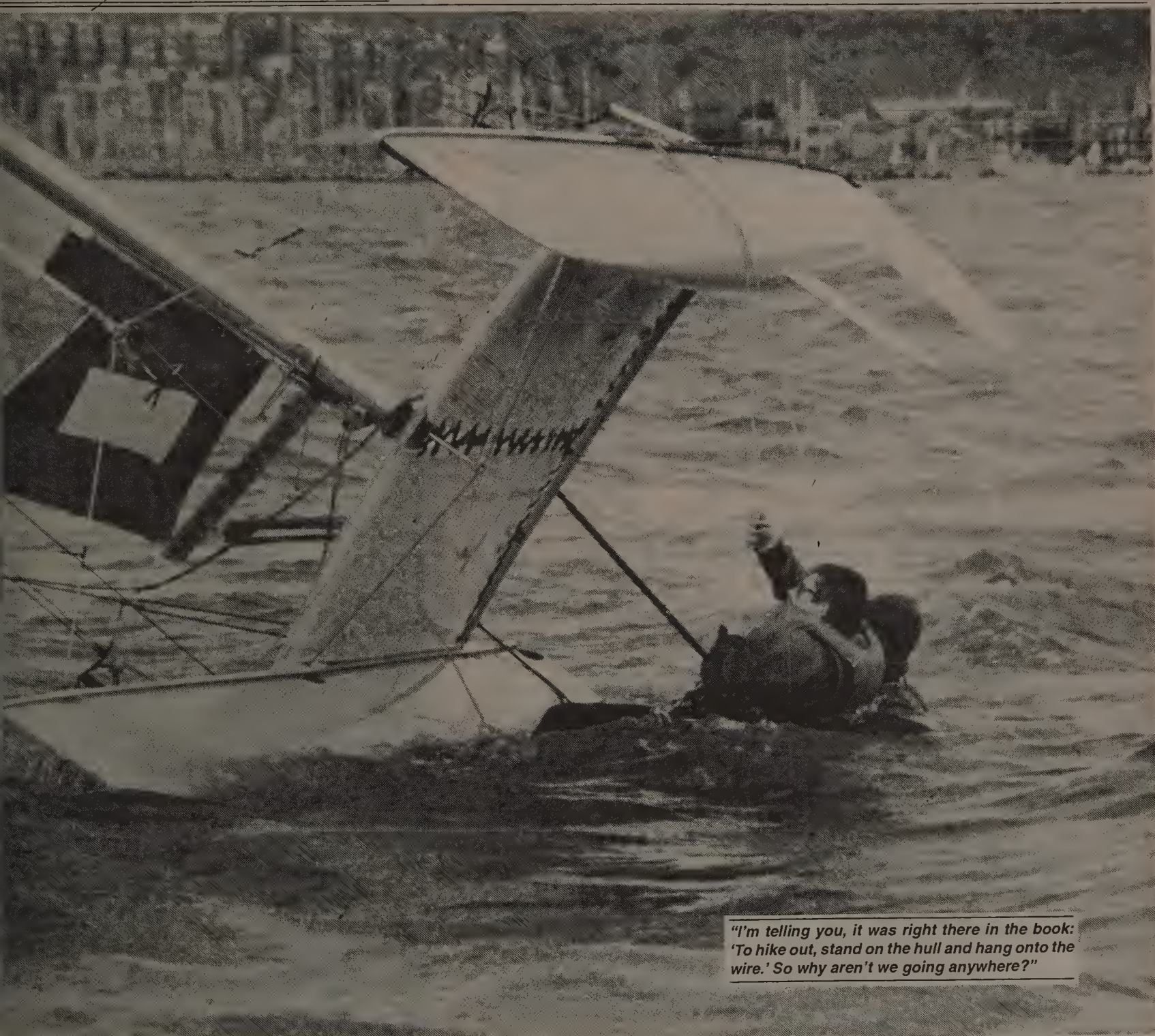
## dispatch from the front lines

*The following report was filed on November 20 by Paul Cayard, Bay Area skipper of the Whitbread 60 EF Language. Read more about Leg II of the '98-'99 race in The Racing Sheet.*

Last night we had a night that I will never forget. Just after it got black dark, we got hit by a 40-knot squall. We broached and were stuck head-to-wind for 10 minutes. We flogged the spinnaker to shreds and broke our second pole. Everyone was okay, but the boat is real beat up and we are real tired.

Before the mother of all broaches, we had one spinnaker torn from two nights ago just being finished up when we got a very small tear in the one we had up. To be cautious, we took it down and set another. In the imbalance that is created when you change shorthanded, we

continued on outside column of next sightings page



*"I'm telling you, it was right there in the book: 'To hike out, stand on the hull and hang onto the wire.' So why aren't we going anywhere?"*

LATITUDE/ROB



## dispatch — cont'd

broached and got a tear in that one. It was okay for an hour, but then we changed to the third which was later demolished.

The galley has been impossible for two days. Dishes were washed on deck in the tide pool there. Marco Constant has put all but one spinnaker back together, but while he worked below I had to stand his watch as we needed five minimum in these conditions.

The decks are awash. . . that is an understatement. There is 2 feet of water on the deck regularly. When the squalls come, it doesn't rain, it snows. Everything is wet because our heater broke the first day. It is bitter cold. The pain I experienced one night defrosting my numb fingers was second to none I have experienced. Kimo got some minor frostbite. Your hands get so cold you have to shake them constantly trying to get the blood down your arm. The water temperature is 37°; air about the same.

The boat is slamming and shaking violently as we speed down the 5-meter waves, first flopping into the bottom of the trough, then crashing into the one in front. The bow buries at that point and a wall of water 2-3 feet high comes down the deck. The flopping is like the boat being dropped from 4-5 feet in the air, truly unbelievable. You wonder what keeps this thing together.

The basic human needs get very basic. To take a pee, one must use a three-point stance. In these conditions, you pee inside using the toilet — two feet down, forehead against the wall forward of the toilet. This leaves one hand free to hang on with and one hand to aim with. Inevitably, the boat lurches and you slam your head against the wall a few times while you seek relief. Of course, there are a few leaks right there so you get rained on constantly during the exercise. The final stage of the experience is, as the urine hits the freezing toilet bowl, it vaporizes.

Right now we are sailing with no poles as Josh is trying to make one of the broken bits we have. This is slowing us down 10% and is the reason *Silk Cut* is sailing lower and faster than us. It will be real close on whether we can get the pole up and working before he passes us. We have three broken battens so the main is not 100%, either.

The starboard wheel is bent where Juggy washed into it. We have no lifelines on the port side. Spinnaker sheets get burned up every two hours. This is not the same boat we left Cape Town with, physically or mentally.

— paul cayard

## the truth about teak

I couldn't help notice the various letters to you last month in which readers were lamenting the unfortunate decay of their teak decks. I thought I would send in my two cents worth.

By way of introduction, I'll admit owning a boat repair service, which over the last two years has completely removed and replaced — with fiberglass and non-skid — two teak decks. We've also reefed out and recaulked several more decks and, as we speak, I am in the process of removing yet another teak deck and going the fiberglass and non-skid route. Teak decks have been very good to me, as the saying goes. Or, rather, old, leaky rotten teak decks have been very good to me.


A little history is helpful in understanding the evolution of today's teak deck. Originally, the teak deck was a large, heavy, oakum-caulked structure just like the hull. But eventually boatbuilders began to construct subdecks, over which the teak planks were laid and caulked. Properly done, the teak was cut to shape, fitted to the deck, holes drilled, screws inserted and then, after all this work, the process was reversed. The teak was taken off the boat and a thick layer of seam glue or deck compound like today's Detco was troweled on, just like setting tiles. The job was properly done when, upon re-applying the teak, a thick roll of compound squeezed out of the rabbet between each board. A bead of the same compound was applied to the seams

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## teak — cont'd



between the boards and the job was done. Effectively speaking, this meant that the deck was floating on a bed of rubber, with rubber also forced into the screw holes when the screws were put back in. The wood could move slightly with changes in humidity, the periodic immersions in salt or fresh water, and the falling of large, intoxicated bodies upon it — without breaking the bonds of the adhesive. Additionally, when the weakest link in this chain — the seams between the boards — inevitably failed, there was no place for water to go once it penetrated the seam, for there were no air spaces under the boards.

As many of you already know (and others suspect) this is not the way it has been done for many years now. As the boating industry moved into production boatbuilding and cost-accounting, some things had to take a back seat, especially things that were invisible to the buyers of new boats. Starting in the '70s, when production fiberglass boats started getting decorative teak applied over a fiberglass deck, it is much more likely to find that token daubs of deck compound were applied (not only is the compound nasty, smelly and devilishly hard to work with, it is also quite expensive), un-worked teak laid down, holes drilled and screws inserted. This results in teak which sits elevated by anywhere from 1/16 to 1/4 inch above the deck on small blobs of compound — and raw, un-sealed screw penetrations into the fiberglass. When the seams go, as they always do, the water has an invisible network of tunnels to race around in until it finds the best screw hole to enter. (Not all boatbuilders operated this way. Builders such as Swan, Hinckley and others continued to bed teak decks properly.)

This brings up the main reason that teak decks fail: improper maintenance. The fact is, there really is no 100% satisfactory finish for a teak deck. The most beautiful and protective finishes are varnish or one of the modern urethanes or polyurethanes. But they are also some of the slickest substances known to mankind and very hot to bare feet. Next in descending order of beauty and protective qualities are the semi-oils like Deks Olje and Cetol. These finishes are hard, UV-resistant and pleasing to the eye, but they are also quite hot and slippery. Which leaves us with teak oil as the finish of last resort. Teak oil, contrary to popular belief, must be re-applied constantly to maintain any protective properties. With the passage of time, it also becomes one of the most noxious, gummy messes you've ever seen, coating with equal fervor decks, clothes, skin, cabin soles, cushions and children.

By far the most popular form of teak finish is no finish at all. Of course, we all know the amazingly oily properties of natural teak, and many believe that teak will last indefinitely with no finish. Let me assure you that is not the case. All woods start to decay immediately when left unprotected. To be sure, that high oil content makes teak last longer than most woods. But it won't last forever. The old-timers who built teak-decked boats knew this. That's why they built those decks *thick*. Not only so they would withstand the oft-repeated cycle of cleaning, sanding and sealing, but also so they might survive the unfortunate but highly likely scenario of being neglected at some point over the life of the boat. Older boats with properly installed teak decks can suffer real damage to the upper sixteenth, eighth or even quarter inch of planking and still be repairable. Modern boats, with cosmetic teak decks which are often no more than 3/8" thick from the start, will stand very little rough treatment — either in the form of neglect and exposure to the elements, or in sanding and sealing.

The decision to rehabilitate or just scrap your teak deck depends on the amount of solid, usable wood left. On older boats, which routinely have 1-inch thick decks or more, vigorous sanding and sealing is often possible. On newer boats, which do not have this safety margin, satisfactory repair is often impossible. And with teak going for about \$15 a foot, replacing a teak deck is prohibitively expensive. About the only option is to strip it off and replace it with nonskid.

The key to prolonging the life of your teak deck, whether old or new, is to caulk it (with polysulfide), seal it and watch it like a hawk. If you are unsure about the waterproof quality of your teak deck, take a hose

continued on outside column of next sightings page

**Teak decks: lovely to look at, time-consuming to maintain, expensive to repair.**



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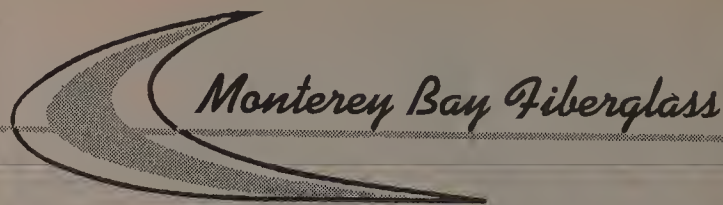
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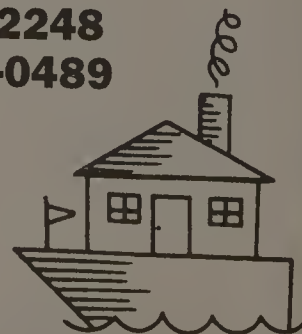
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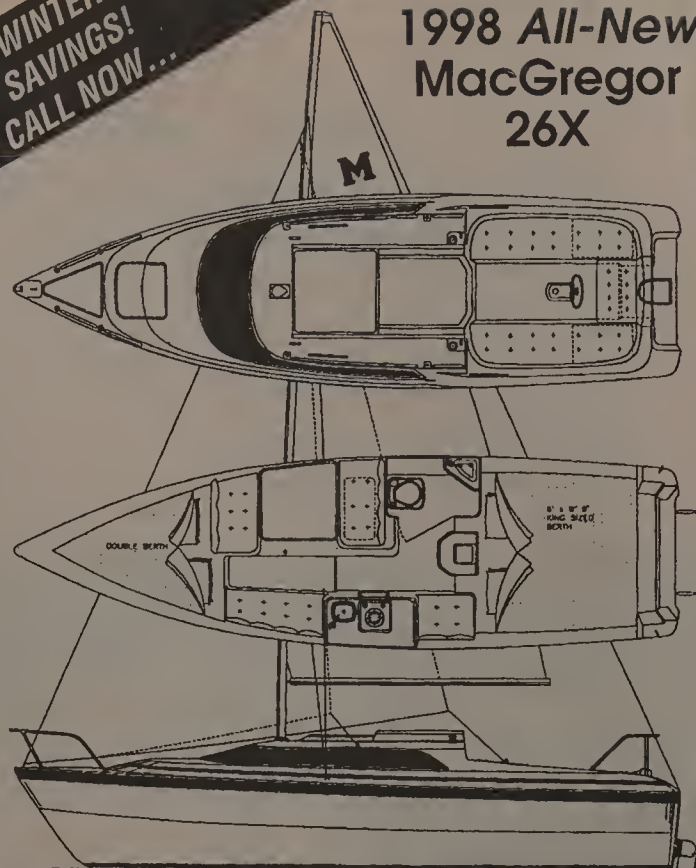
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# SIGHTINGS

## teak — cont'd

and wet it down thoroughly. When it starts to dry, watch for those spots that remain wet long after the rest of the deck has dried. Those are the areas where water is getting into seams, cracks and holes. Mark these areas with tape and start sealing!

— *whitney wyatt*

## some like it hot

Some sailors have the notion that members of prestigious yacht clubs like the St. Francis are a bunch of stuffed shirts. While that may be the case with some of the older, non-sailing members who never go

*continued on outside column of next sightings page*

## rboc

hol or drugs.

- Sponsored the provision allowing boats to be registered once every two years, instead of annually.

- Sponsored legislation that prohibits the artificial escalation of berthing rates at marinas that receive loans or grants of boater funds.

They've done a lot more, too. Currently, they have several irons in the fire over issues from new PWC regulations to the





## — cont'd

proposed state study of the gasoline additive MTBE. (They're for both.)

RBOC derives their operating budget of \$94,000 a year from individual \$10 contributions made through yacht clubs. It's the best 10 bucks you'll ever spend as a California boater, so if you haven't ante'd up, get with the program and do it soon. If you want to know more about what this great organization is doing, contact RBOC at 925 L Street (Ste. 220), Sacramento, CA 95814, or on the internet at [rboc.com](http://rboc.com).



## hot — cont'd

near the water, here's proof that the St. Francis brass and active members are more. . . well, stuffed bikinis.

The photo here was taken Halloween night aboard Monroe Wingate's J/44 *Marilyn*. They were in Turtle Bay along with the rest of the Baja Ha-Ha fleet. In deference to the boat's namesake, the entire crew dressed as Marilyn Monroe, down to blond wigs and even the beauty mark on the cheek. Then they thrilled the rest of the fleet by zipping around in a dinghy. Later they went ashore to the hardscrabble village that's home to a fishing cooperative and passed out candy to the enthusiastic Mexican kids — a kind of trick-or-treat in reverse. Anyone who thought the macho Mexicans might have been offended needn't have worried: Turtle Bay may be little more than dirt streets and shacks, but it's been a thriving transsexual community for years!

Lest anyone think the crew of *Marilyn* are outcast member of the St. Francis, the tall blonde in the center is Hans(el) Treuenfels, the next Commodore, and blonde at the far end is Monroe Wingate, upcoming Vice Commodore. Current Commadore Dewey Hines was nearby aboard his own boat *Rewa*, and thought the nonsense was a hoot. Others in the photo from left include Jim Fisher, Graham Greene (not the author), Terri Stebbins and Peggy Patrick.

After the trick or treating, some of the crew retired to the fishing village's wacky disco. Rumor has it that one of the *Marilyn* crew met — and has since become somewhat serious about — a woman there! No, not a local *chica*, but a lovely woman crewing aboard the Benicia-based *Misty Sue*.

All in all, good things happen to people who can laugh at themselves and who get out and enjoy life. A tip of the *Latitude* hat to the entire crew of *Marilyn*. Your ability to work hard and play hard makes you a credit to sailing and your yacht club.

## armchair sailing the yuletide

If nautical books are on your Christmas list — to buy or receive — you should have a fruitful yule. There are many new titles out this year covering all aspects of boating.

As with previous years, we review basically the books we receive from various publishers over the year. With a few exceptions, we don't actively go out and solicit review copies. But if someone takes the time to send us a book, we save it for this time of year and give you our two cents worth. Just keep in mind that there are many more great books out there than you'll see reviewed here.

Also, we'll tell you right up front that we did not read each of these cover to cover. Some we did read, others were read by friends or fellow employees, a few were simply scanned thoroughly by our editorial eagle eye. So take our recommendations with however many grains of salt you want. Here are some of the books we wouldn't mind finding under our tree Christmas morning. . .

**The Perfect Storm**, Sebastian Junger, \$24 — One of the few marine-related titles to make it to the Best Seller list, *The Perfect Storm* is an awesome read. The title is taken from a meteorological concept where a rare combination of factors produces 'the storm of the century' — in this case, a 1991 blow off Nova Scotia that sank the longliner *Andrea Gail* with all hands. Junger's talent is to tell the reader how it happened and, in the most powerful chapter, what it's like for a man to know he has only minutes to live, what it's like to drown. How well he does this is doubly admirable because he wasn't even there — he has reconstructed what happened through extensive interviews. Everyone we've met who has read it has raved about this book. Every woman who has seen it wants to meet Junger, whose handsome countenance stares contemplatively out from the dust jacket.

**Sea Change**, Peter Nichols, \$24 — Sometimes we feel like if we had a dime for everyone who wrote "about sailing across the Atlantic in a wooden boat" — as the subtitle to *Sea Change* reads — we'd retire

continued on outside column of next sightings page



## yuletide books — cont'd

early and go cruising ourselves. What elevates this book above the usual humdrum fare is the introspection Nichols weaves into the narrative of the leaky, doomed *Toad* as he attempts to sail it back from Europe and a failed marriage. Not a book with a particularly upbeat ending, but one that doesn't pull any punches, either.

**Ticonderoga**, Jack A. Somer, \$60 — She was built in 1936 as *Tioga*, but has been known for more than a generation as *Ticonderoga*, very probably the most famous racing yacht ever built (in her first 37 races, *Big Ti* was first to finish 24 times). Somer's weighty coffee-table size tome takes the reader through every facet of her life up to the present day, and the book is replete with photographs of the yacht from all six decades of her life. There aren't many books that really capture the magic of great yachts. This one does.

**The Complete Rigger's Apprentice**, Brion Toss, \$40 — Holy Moly, Brion's written another rigging book? Geez, does this guy ever sleep? As with all his other books, this one is excellent and somehow contains information not in the others, as hard as that concept may be to imagine. Included is a chapter on 'Tricks and Puzzles' and details on how to tie the 'flying bowline' — that loopy-flippy thing that everyone can do on the run but us. Until now. That's worth the price of admission alone.

**Every Man Will Do His Duty**, Dean King, \$28 — Patrick O'Brian started the fire and it burns brightly on. For people who can't get enough of Napoleonic warfare at sea, King has compiled this anthology of first-hand accounts from the age of Nelson. They don't make quite the compelling read of an Aubry/Maturin novel, but we're not going to get any more of those (O'Brian died), and besides, these ones are true. Interesting book if you're really a student of the subject.

**Lobscouse & Spotted Dog**, Anne Chotzinoff Grossman and Lisa Grossman Thomas, \$30 — Speaking of O'Brian, if you're a diehard fan, as this mother-daughter writing team are, you'll love this book. In its 300 pages, you'll find recipes for the authentic food and drink Aubry and Maturin enjoy in their adventures. There's also a lot of good humor, such as the admission by the authors that "the actual preparation of a 400-pound turtle was more than we felt we could undertake" — but they still include the cooking instructions.

**The Cruising Woman's Advisor**, Diana Jessie, \$17 — Diana Jessie certainly needs no introduction in these pages. With husband Jim, she has cruised most of the world aboard the couples' cold-molded 48-ft Lapworth sloop *Nalu IV*. In *The Cruising Woman's Advisor*, she speaks from those years of experience to all women contemplating taking the big plunge. This is as complete a treatment of that subject as we have ever seen, including passages on educating children, seasickness and plain old fear. We especially like her dedication: "For the cruising gypsies, who possess little and are the richest women in the world, and the good men with whom they sail." A great gift for the sailing woman in your life, or the one you hope she'll become.

**Winken, Blynken & Nod**, Eugene Field, \$16 — We are blessed to have children on many levels, but one of the most enjoyable aspects about growing up these days is all the terrific books available to help expand young minds. This beautifully illustrated re-issue of the 19th-century Eugene Field poem is one our kids will find under the tree — when we get through enjoying it ourselves, that is.

**The Wind in the Willows**, Kenneth Grahame, \$22 — Another timeless children's book re-issued with fabulous art by Michael Hague. Let the munchkins go see the latest Disney eye candy if they have to, but on a quiet night, curl up with them by the fire with this one. We can say with some authority that they'll always remember Mom or Dad reading *The Wind in the Willows* — because we do.

**Time on Ice**, Deborah Shapiro and Rolf Bjelke, \$28 — You've heard of extreme sports. This is extreme cruising. Most people go cruising to get closer to nature; Deborah and Rolf take the premise to possibly its ultimate end. They sailed from Sweden to the Antarctic peninsula and allowed their 40-ft steel boat to be frozen in the ice for the winter! Just

continued on outside column of next sightings page

## california clean

Season of goodwill or not, the allegations were flying in November. This time over whether or not the state of California is or isn't living up to the Clean Water Act of 1972.

A group called CALPIRG — the California Public Interest Research Group — says it's not. In a four-year study released recently, CALPIRG found what can only be described as dismal compliance among the state's 230 'major dischargers'.

According to the study, the group found nearly 4,500 violations, which included the releases of such chemicals as sulfuric acid, methanol and ethylene glycol flowing unchecked into California's waterways.

Most of the major out-of-compliance dischargers were public sewage treatment plants that process waste — including toxics — from California industries. More than half the 12.6 million pounds of toxics released from sewage treatment plants in 1995 came from five companies: Proctor and Gamble in Sacramento, Arco Prod-

## a watchdog

A few years ago, Graham Brown was called in to help fix a Swan sailboat that had lost shore power at its slip. Brown, a boat repair and electronics professional, arrived to find that the shore power had gone out six weeks before and over 4 feet of water had accumulated in the boat. By the time he and everyone else was done restoring the yacht to her former condition, the bill totalled \$18,000.

It's a scenario Brown has seen play out time and again in his eight years in business in the Bay Area — albeit not always so expensively. "The boats that sink are the ones you read about, but that doesn't happen very often," he says. "Less critical water damage, though — where a boat has a slow leak that's not detected for a month or more — is fairly common."

What bugged Graham about it was that lots of people were spending lots of money for repairs that could have been prevented if there were some simple way to monitor the boat's various 'life functions' when no one was aboard.

Putting alarms on bilge pumps and sophisticated monitors on batteries is nothing new. But Brown had in mind something else: a 'smart' machine that would call the owner, harbor master or anyone else if some malfunction occurred. A device that could save boat owners money by detecting problems before they led to huge repair bills.



## — or maybe not

ucts Co., and Unocal, both in Carson, IBM Corp. in San Jose and Siliconix, Inc., a semiconductor manufacturer in Santa Clara.

Challenging those and other allegations were the companies themselves and the State Water Resources Board, the agency that oversees statewide enforcement. According to one spokesperson, reduction of toxic releases into sewage treatment plants has been "a real success story in California," and that water quality statewide has increased since the passage of the Clean Water Act.

A spokesman for Proctor and Gamble — cited by CALPIRG as the state's top releaser of toxics — says that the company is "living within the letter of the law and going beyond that." He also noted that P&G has spent \$10 million since 1990 to reduce emissions at the Sacramento plant by 80% — and that CALPIRG is notorious for releasing "misleading, poorly-researched information."

So who do you believe?

## for your boat

He couldn't find what he was really looking for in the marine marketplace, so a couple of years ago, Brown started building his own. The first shipment of completed WatchDog Marine Alarm System units should be available by the time you read this.

The brain of the system, a literal black box the size of a phone answering machine, can be hooked up to just about any kind of sensor — bilge, entry, electrical power, whatever. When it senses something's amiss, it will call one or more phone numbers with a pre-recorded message. In the case of an intruder, it can be programmed to sound the boat's horn. You can activate, de-activate or delay any of its functions from a touchtone phone. And, in the case of shorepower loss, it has its own batteries.

At \$795, the Watchdog is not exactly cheap. Unless, Brown points out, you compare it with the cost of repairing a boat that's gotten a couple feet of undetected water in it.

We haven't tried a Watchdog ourselves yet, and we're not giving the system any kind of recommendation or endorsement until we do. At this point, we're just telling you about a local guy who's come up with what looks to us like a good idea. If you think so, too, you can get more information by calling G.B. Marine at (888) 254-9364.

## yuletide books — cont'd

the photos in this book had us groping for our expedition-thickness polypro underwear. Quite a trip, quite a book.

**There Be No Dragons**, Reese Palley, \$25 — It's been awhile since he appeared in these pages, but that hasn't diminished our admiration for Palley's engaging style and opinions on things nautical. Sleep, for example. "In seeking sleep on land we form our bedrooms into temples of Somnus. We suppress the light, banish sound . . . and fight desperately for that healing release that should be ours by right but nightly escapes us. But ship out on a sailboat on a blue-water passage and from the first night you will be fighting not to sleep, fighting to keep your weary self awake. Nothing interferes. Neither lights in your face nor the rushing noises of passage in your ears have the strength to pierce sleep's shell at sea."

. . . Isn't that great?

**Advice to the Sealorn**, Herb Payson, \$35 — Herb and Nancy Payson are (or should be) well-known to cruisers. They've chronicled two decades of cruising adventures aboard *Red Shoes* (including getting pasted by Hurricane Hugo) in the pages of *SAIL* magazine and two other books. In this one, Herb takes a refreshing new approach to giving advice: he starts each chapter with a generic question from a sailing everyman, then answers it with wit, wisdom and a lot of good, solid information. A good book for any skipper in your life who's ever cursed a dragging anchor, which is pretty much all of us.

**Sailing for Dummies**, JJ and Peter Isler, \$20 — It was only a matter of time before this latest in the 'Dummies' series came along, and in this case, it was well worth the wait. The Islers do an excellent job of presenting our sport in a readable, nonthreatening way, and the 'Dummies' format breaks the information up into friendly, easily-digestible 'food groups'. We like just about everything about this book (our only nitpick being that some of the photos could have been more illustrative), but our highest recommendation is based on another reviewer, in this case our wife. A casual sailor at best, she said she understands more about sailing from a few days of leafing through *Sailing for Dummies* than she's got in the last 10 years of sailing with us. Ungrateful wench.

**The Mariner's Book of Days**, Peter H. Spectre, \$13 — As far as daybooks/nautical references, this is the old standby, now in about its fifth or sixth year. As always, Spectre peppers the daily calendar with nautical lore, history, poetry, how-tos, trivia and well, a little bit of everything. The most amazing aspect of it all to us is that we have yet to find a duplicate entry from any of the other *Mariner's Book of Days*. Where does he get all this stuff? Even if your life isn't busy enough to need a daybook, you might want to check this one out — the section on cleaning and polishing deeply tarnished brass or bronze with household items is worth 13 bucks by itself.

**1998 Daybook & Nautical Desk Reference**, John Vigor, (price not noted) — *Latitude* readers will probably recognize Vigor's name. He authored the popular 'de-naming ceremony' that we reran last month by popular demand. That's a good example of the nautical esoterica crammed into the gilt-edged pages of the *Daybook*. Obviously a take-off on Spectre's idea, but well done and every bit as engaging. If our plans work out, we'll find both books under our Christmas tree.

**Paradise is Full of Bugs**, W.A. Corley, \$12 — Talk about a reality check! We liked this book a lot, starting with the title. Corley tells the same tale that's been told lots of times before — fulfilling the dream of leaving his promising career to sail into the sunset — but he does it with an engaging style and several plot twists that made this book hard to put down. Like running his boat onto the reef of a lonely South Pacific Island and the difficult job of getting her off. A good read.

**The Onboard Medical Handbook**, Paul G. Gill, Jr. M.D., \$18 — This is a revised edition whose title was (thankfully) changed from *Water Lovers Guide to Medicine*. It actually has comparatively little sailing-specific information, but covers a wide spectrum of ills and procedures from 'Hot Tub Dermatitis' to 'Childbirth at Sea'. Whew, all of a

continued on outside column of next sightings page



## yuletide books — cont'd

sudden we feel faint. . . . Definitely one for the on-board bookshelf.

**A World to the West**, Maurice R. Cloughley, \$19 — Any book with a naked woman on the cover has our recommendation. But this one is just as intriguing between the covers, despite it being a re-issue of a 1979 book. From the first chapter when novices Maurice and Katie Cloughley take off from England — doing everything wrong — through their first circumnavigation aboard *Nanook of the North*, this book is still a page-turner.

## CRUISING GUIDES

**Cuba: a Cruising Guide**, Nigel Calder, \$40 — There are only two cruising guides to Cuba out and this one is by far the best. As Calder does in his excellent boat maintenance books, he pays close attention to details and leaves — as far as we can see — no stone unturned. There are even sections on bringing animals in, long-term berthing and the Cubans' love of paperwork. If you're going there, don't leave port without this book.

**The Panama Guide**, Nancy and Tom Zydler, \$40 — This is the best guide going for probably the last unspoiled and 'undiscovered' cruising grounds on earth. The islands of Panama are a lot like the Caribbean was about 30 years ago, and if we were somehow allowed only one more cruising destination in our lives, just give us this book and forward our mail to Panama City.

**The Pacific Crossing Guide**, RCC Pilotage Foundation (edited by Michael Pocock), \$60 — This is a neat book with lots of information, which may or may not help you to rationalize the hefty pricetag. In addition to the expected charts and descriptions, the PCC really gets into the groundwork of a South Seas voyage. There's a whole chapter on 'Choosing the Route', for example, and another whole chapter on the Milk Run. The medical chapter is written by a doctor. Those sorts of touches add a lot to the usual cruising-guide fare.

## short sightings

**HAWAII OR BUST** — The crazy pedal boat guys are at it again. You may recall mention of the ambitious Pedal The Planet project started in 1994 by two school chums from England. True, it didn't have much to do with sailing, but it was so goofy and glorious — around the world by human power alone — we couldn't ignore it. Briefly, young Jason Lewis and Steve Smith built *Moksha*, a boat that looks sort of like 26-ft coffin with a cabin on top, installed a driveshaft and pedals and 'bicycled' the thing 4,200 miles across the Atlantic in 111 days. Then they jumped on real bicycles and pedaled across the United States. Unfortunately, Jason was hit by a car and seriously injured, which prevents him from long-distance pedalboating any more. Steve has also joined the support end of the project, which has taken on a life of its own. The new peddlers are Casey Dunn, a yank, and John Walker of the UK. If all went as planned, they departed Monterey for Hilo, Hawaii on November 22 or 23.

This time, the team will be in communication with 300 schools around the world courtesy of a satellite email system from Trimble Navigation. They'll also be making better time than their predecessors thanks to Pitchometer Propeller of Alameda, who modified their prop to work better with leg power. You can follow their progress and the project itself on the internet at [www.pedalplanet.org](http://www.pedalplanet.org).

Good luck, guys!

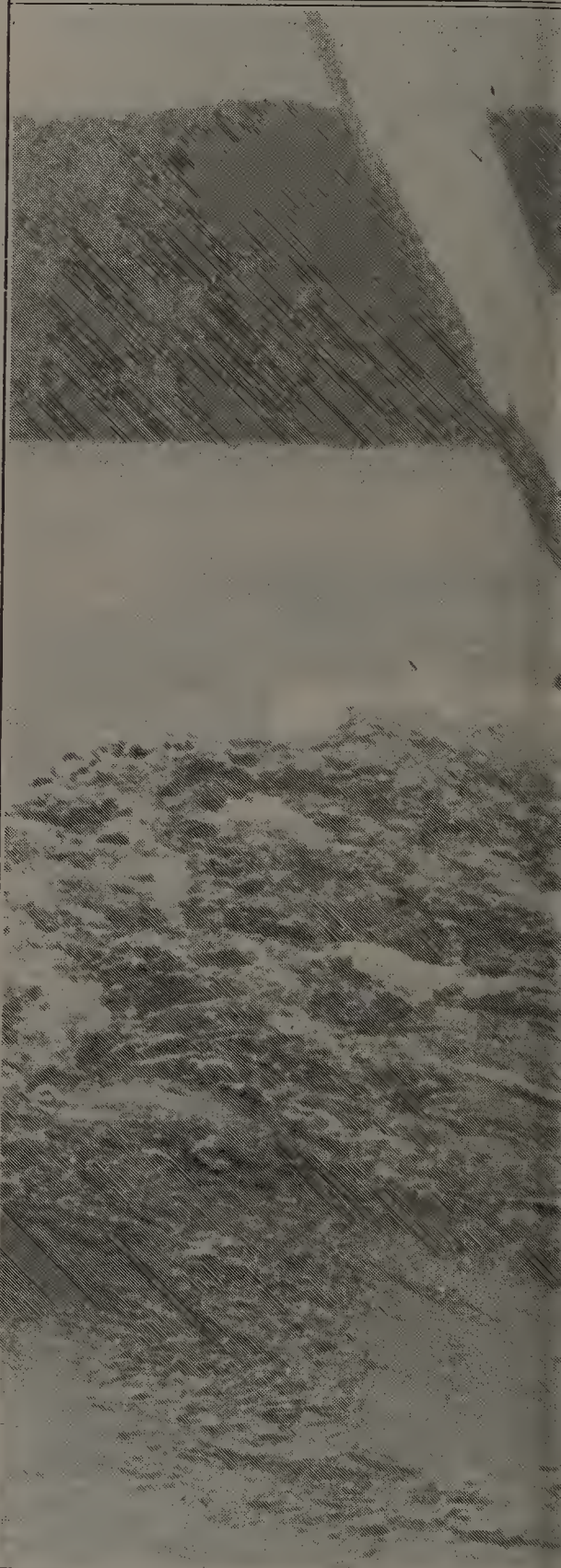
**SANTA BARBARA** — We were recently reminded of an old Bill Cosby routine when we read about Santa Barbara's plan to seed clouds so they'll produce more rain this winter. You might remember Cos talking about going into a skid in this old beater car he had and likening turning in the direction of a skid to "if a guy throws a left hook at you,

continued outside column of next sightings page.

## mystery

No one knows where it came from, but an apparent oil spill off Point Reyes took its toll in November. At last count, more than 200 dead seabirds had washed up on the beach.

The spill, in the form of oily tar balls, was first noticed on Drake's Beach mid-month. First reports indicated it may have





**oil spill**

been coming from an unspecified ship that sank offshore 10 years ago, but multiple aircraft flyovers several miles offshore have turned up no telltale slicks or patches of oil.


The good news is, approximately 100 oily birds have been captured and are undergoing cleaning and rehabilitation.

**shorts — cont'd**

you lean *into* it."

Well, maybe it is a stretch, but with all the falderal about the biblical rain that El Niño is supposed to dump on us, the cloud seeding does strike as a bit odd.

Not so, says Santa Barbara hydrologist Dennis Gibbs. "We don't know for sure that we are going to receive an abundance of rain this year," he said. "In fact, there is a 25% chance of below average rainfall in a strong El Niño year."



*Season's Greetings*  
*(hope it's not too overwhelming)*  
*from the crew at*  
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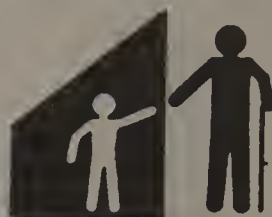
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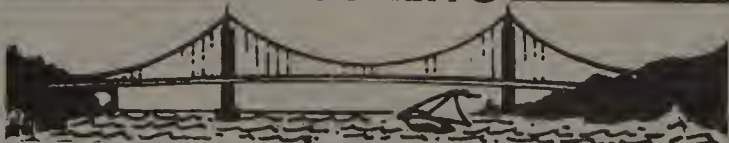
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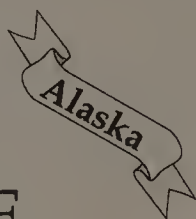


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# ESCAPE TO THE CAPE

**W**e're all given choices in life. If we want security and certainty, we can be accountants and work 9 to 5 for some big corporation. If, on the other hand, we're looking to lead an independent and adventurous life — and are willing to accept the necessary byproduct of uncertainty — we can join the Baja Ha-Ha as the first step into the completely unpredictable world of cruising. Based on the record participation in this year's Ha-Ha IV, more people than ever are leaning toward a life of adventure.

The Baja Ha-Ha, of course, is the loosely — *very* loosely — structured 780-mile cruiser rally from San Diego to Cabo San Lucas with stops at Turtle Bay and Bahia Santa María. Over 170 folks sent

in their entry fees for this year's Ha-Ha. In typical Ha-Ha — and cruiser — fashion, however, only about two-thirds of those were actually able to follow through with their plans. Stuff happens.

Ha-Ha activities started in a low-key fashion in mid-October with a pre-Ha-Ha party at San Diego's Downwind Marine 12 days before the start. It was a chance for the early birds to get to know one another — and share anxieties over what weather abnormalities the much-bally-hooed El Niño might cause.

The Ha-Ha picked up speed on October 26 when a good-natured swarm of 450 cruisers turned up for the official Ha-Ha Kick-Off and Halloween Costume Party at the Cabrillo Isle Marina. The good folks

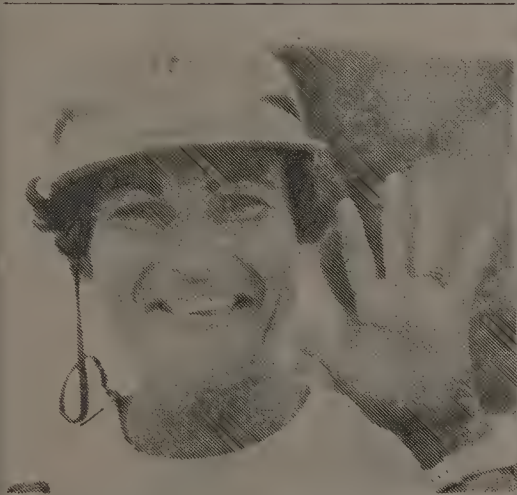
at West Marine picked up the tab for the skipper and first mate's dinner — but don't blame them for the long wait in the food line. Next year there'll be a second barbecue grill.

For more than a few people, the kick-off costume party was a great chance to not only make cruising friends, but also to live out secret fantasies through their costumes. Don't worry, crew of you-know-which-boat, we'll keep our promise and not tell the wives about the pierced tongues, the wigs, and all the rest. Just pray those stud holes in your flesh heal quickly! For a half-dozen other folks, the party was the last-minute opportunity they needed to snag a berth on a Ha-Ha boat.





## — BAJA HA-HA IV RECAP



*Hazel Marshall of 'Tsunami' bears her war wound with smile. Beware of runaway genoa sheets.*



*There was no shortage of dolphin sightings on the trip south. And they loved to put on a show.*



*Bob Lomax and Connie Oldoven were determined to complete the Ha-Ha — boat or no boat.*





# ESCAPE TO THE CAPE

"Running the Ha-Ha is like trying to herd a bunch of cats," Pete Caras declared two years ago after a stint as the Grand Poobah. Truer words were never spoken. There were 112 boats at the San Diego start at 1000 on October 28 — and only about half of them were over the line early. No matter, casual is good in the 'nothing serious' Ha-Ha — especially since most of the over-early boats were either drifting aimlessly or just getting sails up.

Noting that none of the few serious racing boats — led by two Santa Cruz 50s, Charles Jacobsen's Monterey-based *Al-lure* and Rolfe Croker's *Hana Ho* — out of Belvedere — had started early in the drifting conditions, the Poobah announced that he'd misplaced his glasses during the starting sequence and was thus proclaiming that everyone was 'all clear'. If anyone was going to obsess on 'winning' the Ha-Ha, the Poobah wanted to take the wind out of his/her sails as early as possible.

"I'm afraid we'll be an hour late to the starting line," advised one nervous skipper — who might as well have been speaking for a dozen boats.

"No worries," replied the Poobah, "an hour late is right on time for the Ha-Ha." It turned out that even a day or two late wasn't a problem, as Kevin McPhee's *Josephine* and a few other boats discovered. They didn't catch up and join the fleet until the second or even third leg, but when they did, they were as welcome as anyone else.

"We're down here in Ensenada," radioed Steve Sidells of the Celestial 48 *Reba*. "Is it all right if we start from here tonight about the time the rest of the fleet passes by?"

"Are you crazy?" laughed the Poobah. "Of course it's all right! Just take your time and we'll do a little extrapolating and a lot of penalizing to keep things on the up and up."

It was blowing about three knots and the seas were running about three inches at the Ha-Ha start. Nobody was more upset by these conditions than Tom Lyon, who for the second year in a row was hovering above the fleet in an expensive helicopter taking as many boat portraits as possible. His plan, once again, was to sell the portraits to the skippers when they arrived in Cabo, donating all the profits to the orphanage in La Paz where they can really use the money.

It's hard to make a sailboat look good in three knots of wind, so it was fortunate that a little breeze began to fill in less than half an hour after the start. El Niño, *El Shminyo* — the Ha-Ha fleet spent the first day carrying spinnakers and

gennikers in 10 to 15 knots of warm, dry breeze and flat seas. Conditions for easing into the cruising life couldn't have been more ideal.

Given the diversity of boats, the enormous fleet rapidly began to spread out. There were reasonably hot racing boats in the *Agave* Division such as Thomas Sanborn's Santa Cruz 53 *City Lights* and Monroe Wingate's J/44 *Marilyn*. At the other end of the spectrum were heavier,

lower-tech, and presumably more comfortable boats such as David and Pat Wheeler's San Francisco-based Cheoy Lee 43 *Sun Singer* and Pat and Cjros Zirkle's San Diego-based Challenger 40 *Regulus*. This year's largest boats were Doug Hawkins' Sausalito-based MacGregor 65 *Illusion* in the *Agave* Division and Dewey and Darlene Hines' San Francisco-based S&S 65 *Rewa*. Bill and Darlene Wilcox's Richmond-based Catalina 27 *The Darlin'*

ALL PHOTOS LATITUDE/ANDY EXCEPT AS NOTED





# — BAJA HA-HA IV RECAP



didn't remove the boat from his yard, Jordan's response was to start cruising by joining the Ha-Ha. His cruising gear includes a table saw, joiner, four-by-eight-foot sheets of plywood, and other boatbuilding gear and materials.

The most unusual participants, however, were Bob Lomax and Connie Oldoven — who did the Ha-Ha without their boat. A couple weeks before the start Lomax was singlehanded his 31-ft Searunner trimaran *Flying So Low* down the Washington coast when the amas began to work loose from the main hull. Lomax made it to shore, but realized that *Flying So Low* wasn't going to take he and Connie to Cabo. So he immediately went out and bought a motorhome, equipped it with a VHF, loaded it full of food, and hot-footed it down to San Diego for the Ha-Ha festivities. Bob and Connie would be a big part of the Ha-Ha right through the final ceremonies.

While it takes all kinds to make up a Ha-Ha fleet, the majority of participants were retirees — many of them early retirees — who'd hitched their post-work travel dreams to a sailboat rather than to a Winnabego or a cruise ship. Yet there were others who simply decided to put their careers — and even schooling — on hold and go cruising while they were still spry enough to enjoy the lifestyle to the limit. About a third of all the participants claimed to be contemplating a circumnavigation over the next few years.

The first leg of the Ha-Ha from San Diego to Turtle Bay was roughly 360 miles, which meant most boats had to spend two nights at sea. As a result, participants were forced to abandon their normal shorebound habits and succumb to the rhythm of life at sea: standing watch around the clock; sleeping in small and sometimes rolling bunks; and living in the 'here and now'. For lots of crewmembers and a few of the skippers, this 360-mile leg was their longest offshore passage to date.

Much to the delight of some novices, the benign conditions of the start eased back even more on the second day. The majority of boats saw a maximum of 15 knots, but some didn't even see that. Even more appreciated was the fact that there were no seas to speak of. The only boat that reported any strong wind was *Hana Ho*. Way out in front of the pack, she carried her spinnaker in 30 knots for a short time near the San Benito Islands.

Despite the moderate to light breeze, 11 boats hung in to sail the whole way: *Atalanta*, *Rhapsody*, *Allure*, *Hana Ho*, *Blue Jay*, *Reverie*, *Zia*, *Aria*, *Dilly Dally II*, *Thunder* and *Circe*. *Hana Ho* and *Allure* were the fastest at about 42 hours, while Ray and Janet Lotto's Farr 53 *Atalanta* from



Every year the Ha-Ha fleet size grows, as does the median size of the boats. Prestige boats like 'Allure' are also joining in record numbers.

San Francisco hung in to cover the 360 miles in a respectable 46 hours.

The Grand Poobah had hoped for a full or near full moon to illuminate the fleet for as much of the rally as possible, but the fact that there was never more than a sliver confirms his insignificance in the universe. The sky burst with stars nightly, however, which gave everyone the opportunity to review their knowledge of the constellations.

Although the Ha-Ha is known for uncertainty and change, there are some constants. The greatest constant is that there'll always be a couple of crews who will never run out of stuff to talk about on the VHF. From early on it became apparent that Jan and Ray Johnson of the San Francisco-based Freeport 36 *Party Animal*, and Mike and Bev Aarhaus of the Seattle-based Islander Freeport 41 *Boomtown Trader* would never be at a loss for words. There was no argument when they were declared co-winners of the Chataholics award at the closing ceremony. Despite the kidding they endured, many of the novice offshore sailors took comfort in the knowledge that there was always someone within VHF radio range. In some instances, there were boats within shouting distance.

Since El Niño drove the water temperatures near Cabo up close to 90°, all of the fish had gone north — much to the glee of the fisherpersons of the Ha-Ha fleet. Impressive catches started coming in as soon as the fleet reached the Coronado Islands, less than 20 miles from the start.

B was the smallest.

For months — and in some cases years — before the Ha-Ha, many skippers had meticulously upgraded their boats for cruising. There were, however, a few 'works in progress' in the fleet. Ron Jordan's Crealock 57 *Relax*, for instance. After purchasing the bare hull, Jordan had been working on her as a backyard project for several years. When the city of San Diego threatened to jail him if he



# ESCAPE TO THE CAPE

And the fish just kept biting. In addition, different boats saw pods of whales, sea turtles, and schools of dolphin. The parade of Nature was a welcome change to the all-too-familiar 20th century sights of cars on freeways and idiots on television.

Put any group of 100 boats together and you're bound to have some problems. But the troubles reported on the first leg were no more significant than a malfunctioning bilge pump and a torn spinnaker.

Meanwhile, back in Southern California the Grand Poobah was having all kinds of problems with *Profligate*, the new 63-ft catamaran that was supposed to be the race committee boat. Despite assurances that she'd be ready in time for the Ha-Ha, she'd first touched water — up in Long Beach, no less — just six days before the start. What's worse, there were the small matters of installing the steering, windows, winches, mast, boom, trampoline, lifelines, instruments, toilets, bunks, stove, bilge pumps, and so forth.

So after the Poobah started the fleet from aboard John and Connie Talmage's motoryacht *Song of San Francisco*, he headed north to resume boatbuiding with the other seven members of the *Profligate* crew while the fleet he was supposed to be leading headed south. This was nervewracking uncertainty to the Nth degree.

It's a good thing the Ha-Ha doesn't start from San Francisco, because the Poobah — despondent at being caught between the 'rock' of race committee responsibility and 'hard place' of working 18 hours a day to get a boat ready — jumped off the nearest bridge. The nearest bridge in San Francisco would have been the Golden Gate. The nearest bridge

*Let's hope Hall and Wendy Palmer's luck will soon change. After a blown engine last year, they blew a chute and a starter this time.*



in Long Beach turned out to be the 50-foot high span that crosses over Alamitos Bay. After a short swim, the Poobah returned to boatwork renewed and refreshed.

Central to the Poobah's despair was the fact that the SSB radio wasn't installed yet and he needed to use one for roll call. Hat in hand, he went to the folks at the Long Beach YC and asked if there might be a chance he could use their radio shack — one of the premiere facilities of its kind on the West Coast. The irony of this situation will not be lost on anyone who knows that over the years the growing

*Sailing conditions weren't always ideal this year, but there was plenty of breeze to get the fleet moving for the start of Leg Two, off Turtle Bay.*

popularity of the Ha-Ha has been primarily at the expense of participation in Long Beach YC's own November events to Cabo and Mazatlan. Nonetheless, Long Beach YC Commodore Drew Satariano and radio gurus Paul and Charlene Frazier couldn't have been more accommodating. Not once, but twice they showed up before 0700 to facilitate the morning net.

As it turned out, the appropriately named *Profligate* didn't leave Long Beach until 2 1/2 days after the Ha-Ha fleet had left San Diego. It didn't help that the cat's rudders alternated between being pigeon-toed and bowlegged, or that there wasn't a toilet or a sink, or that the sails had never been set. Reckless? The experienced crew of seven didn't think so because the boat can't sink, has two engines in case one crapped out, and was equipped with a Fortress storm anchor big enough to hold the *Queen Mary* in a bad blow. Despite all the boat's shortcomings and glitches, *Profligate's* crew would have nothing short of a relaxing pleasure cruise all the way to the Cape.

With the committee boat AWOL at Turtle Bay, the Ha-Ha fleet was left to its own devices. Based on all reports, after a





## — BAJA HA-HA IV RECAP



few moments of uncertainty, they handled themselves with distinction. First and foremost, the huge fleet spread themselves around the large bay giving everyone plenty of room to swing on the hook. Then everyone went to town and had a great time.

The folks of Turtle Bay seem to be getting accustomed to the annual Ha-Ha invasion of their village. Javier, owner of the Vera Cruz restaurant which sits above the town overlooking the bay, didn't know whether to believe the Poobah last year when he warned that 300 people were about to descend on his place wanting

food, beer, and soft drinks. This year Javier was warned it would be more like 500 people — about as many as the entire population of Turtle Bay. He reportedly was ready, with lots of cold beer and extra help in the galley.

For the shopkeepers and service providers, the arrival of the Ha-Ha fleet provided a two-day boom in business — most welcome after hurricane Nora had roared through just six weeks before with 100-knot winds. But even the locals that didn't make money off the fleet were as welcoming and hospitable as they had been in the past. For their part, some cruisers passed out some balls and toys to local kids and medicines and supplies to the local clinic. Thanks to television station KPIX in San Francisco, most of the young kids working the pier at Turtle Bay were soon sporting Bay to Breakers T-shirts and tote bags.

**C**elebrating Halloween at Turtle Bay has become a Ha-Ha tradition, and many cruisers brought bags of candy ashore — to the delight of Turtle Bay's many eager young ghouls and goblins. The standard for good times and nonsense, however, was set by the crew of *Marilyn*. Men and women alike, all of Monroe Wingate's crew dressed up as Marilyn Monroe, and, after cruising the fleet, headed into town to pass out candy. Ha-Ha'ers with party-hearty spirit to burn ended up at the town disco sharing good times with the locals.

For many sailors, the November 1 beach party at Turtle Bay was the first of what will be many cruiser pot lucks. There was, however, a prerequisite: everybody had to make it through the relatively small surf with their dinghies — hopefully with their food and drinks unspilled. Watching novices try to dinghy their way

through the surf has always been one of the most entertaining aspects of cruising. To increase everyone's viewing pleasure, Rolf and Julie Croker stood on the shore and held up scorecards for each of the entrants. A few cruisers found that it's one thing to have bought the best dink and outboard, and quite another to be

*Watching novices try to dinghy through the surf has always been one of the most entertaining aspects of cruising.*

able to pilot it through even small surf. Although there were a few crowd-pleasing spills, fortunately nobody was injured.

Left to their own devices, the Ha-Ha fleet had little trouble grilling on the barbecues, sharing fresh fish with new friends, starting beach games, and just getting to know one another. If the past is any indicator, some of these friendships will last for many years.

The two surprise arrivals at the beach party were Bob and Connie of *Flying So Low*. As promised, they'd driven hundreds of miles down Baja's paved Trans-Peninsula Highway in their motorhome — before having to take the turnoff on the seemingly endless unpaved road that leads to Turtle Bay. Having bounced their brains out for many hours on the gutted dirt road, Bob and Connie still had it in them to police the beach after everyone had returned to their boats.

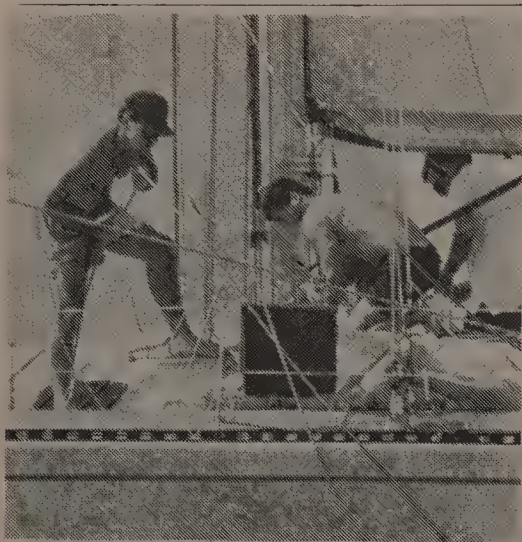
On the next morning's net the Poobah announced — not that anyone necessarily believed him — that *Profligate* would definitely arrive in time to run the start of Leg Two. And sure enough, she did, pull-

*David Lyon of 'Grace' tried out his new speargun at Turtle Bay. His catch may not have filled his belly, but other fishermen had plenty to spare.*





# ESCAPE TO THE CAPE



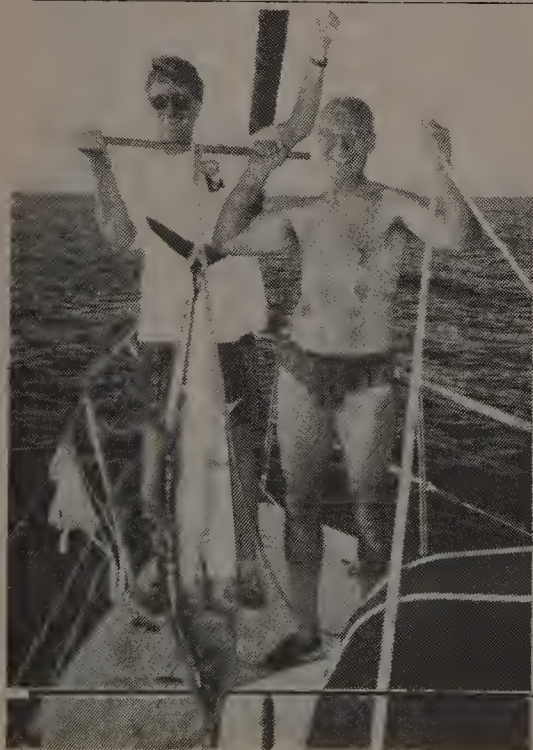
The crews of the Santa Cruz 50s 'Hana Ho' and 'Allure' raced harder than most, setting their chutes whenever possible.

ing into Bahia Tortuga to the welcoming waves of those heading out to the starting line. Not having any time to even drop the hook, the committee boat took a turn through the bay, stopped for a couple of minutes to tighten up her rigging, and then headed out to set the starting line.

The 240-mile Leg Two to Bahia Santa Maria started on the light side of ideal conditions. There was brilliant sunshine, 10 knots of dry offshore wind, and flat seas.

It was at this second start that Hall Palmer's bad luck continued. He'd done last year's Ha-Ha aboard his Beneteau 42 *Champagne*, only to arrive in Cabo with a blown diesel. He subsequently sold that boat and spent a lot of money acquiring and tweaking a new-to-him Hunter 54.

Crewman Dan Olsen and Skipper Roy Johnson 'try' to hold up the 85-lb, 63" wahoo they bagged on the trip south — the fleet's biggest catch.



*Pegasus*. Unfortunately, that boat was dismantled in a race last July. And even more unfortunately, for some reason the boat couldn't be made ready in time for

*"It was the kind of day that if you weren't naked, you should have been."*

Ha-Ha IV. Having no other choice, Palmer chartered his old boat, *Champagne*, for the Ha-Ha. He was late to the start off San Diego because he had to replace his starter motor, but quickly caught the fleet. And here at the gentle start of Leg Two, his crew set the kite off Turtle Bay and 20 seconds later it was in shreds!

With a large high pressure system covering the region, Mexico veterans suspected the wind would fizzle. For the in-shore boats, it dropped to zero within two hours. The offshore boats had about five to 10 knots of wind until shortly after sundown, when the breeze shut down completely. There wasn't a breath.

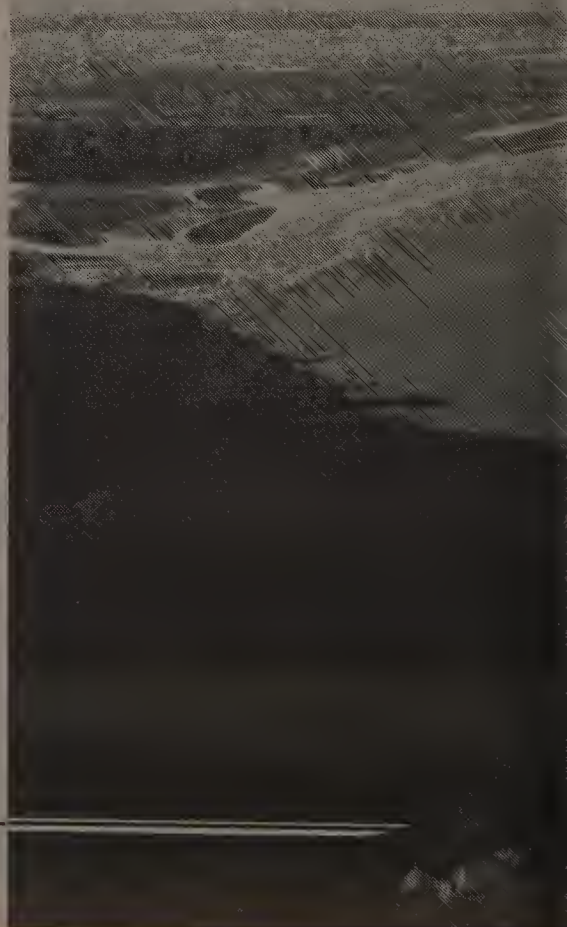
If the fleet had been doing a regular Mexican race, this would be when they'd sit and sit and sit and sit. Which is probably why most Mexican races saw their peak participation in the '70s. With the Ha-Ha barometers showing little chance of a breeze, even the die-hard sailors fired up their engines. As a result, this would be the first Ha-Ha in which nobody would win a 'soul sailor' award for having sailed the entire way. With flat seas and excellent visibility, the parade of brilliant running lights almost made it look like Manhattan on the ocean.

The following morning's roll call brought the first non-emergency distress situation. Harry and Suzanne Schwakes reported that the transmission in their Islander 36 *Pied 'a Mer* had a leak and couldn't hold fluid, which meant they couldn't use their engine. Then a steering cable broke. Their emergency tiller solved the latter problem, but when the wind died they were still stuck without mobility. Here's where a couple of members of the fleet earned their gold stars. Without being asked, both John Dysland and Mary Frost's Fischer 37 *Mary Read* from Seattle, and Dave and Bobbi Dickey's Spindrift 43 *After You* from San Francisco towed *Pied 'a Mer* for more than 24 hours each. It set an impressive example of

cruisers helping other cruisers.

While the sailing had gone down the tubes, the fishing — always good over the banks between Turtle Bay and Bahia Santa Maria — really picked up. Doug Hawkins of the MacGregor 65 *Illusion* reported bagging a 45 lb. yellowtail, Ha-Ha II veterans Steve and Pam Jost aboard the Grand Soleil 39 *Viva* caught two dorado totaling 65 lbs., and Jim Alexander's crew on the Cal 34 *Ragtime Band* pulled in a 48-inch dorado. There were many more fine catches. Soon the VHF was alive with requests for extra wasabe.

The biggest Ha-Ha catch, a 63-inch wahoo, was pulled aboard *Party Animal* — between radio transmissions. Skipper Roy Johnson battled the fish — estimated at 85 pounds — for 90 minutes while crewman Dan Olsen drove the boat. Once they landed the beauty, First Mate Jan Johnson inundated the wahoo's gills with straight vodka so it would go as peacefully as possible. The wahoo would be the centerpiece for a five-boat feast later at





# — BAJA HA-HA IV RECAP



*Raft-ups were a common sight in Turtle Bay, but it wasn't for lack space. The anchorage could easily hold a thousand boats.*

Bahia Santa Maria.

Everyone, the fleet was to learn, has his/her own style of fishing. "It was the kind of day that if you weren't naked," said Don Hartley of the Santa Barbara-based Morgan 38 *Zia*, "you should have been." So it was that *Zia's* crew — talk about unusual lures — engaged in what they called "nude sportfishing." As you might imagine, there were plenty of jokes about this, none of which can be published in this family magazine.

Then there were the ones that got away. During a breezy spell of Leg Two,

the crew of Larry Langston's Piver 36 *Tri Kismet* was having a grand old time surfing down a wave at 10 knots when a marlin suddenly took the lure they were trolling. The huge fish did the classic tail dance, then dove deep and eventually shook the hook loose. The *Kismet* crew was actually glad, as they didn't know what they'd do with such a big fish. Besides, they were having too much fun sailing to want to slow down.

Some fish more than just got away. Skipper Mike Aarhaus of the *Islander 40 Boomtown Trader* hooked a shark which not only ran off with his lure, but took the gaff, too. "I eventually lost all the fishing gear that I own," Aarhaus said with a winsome smile.

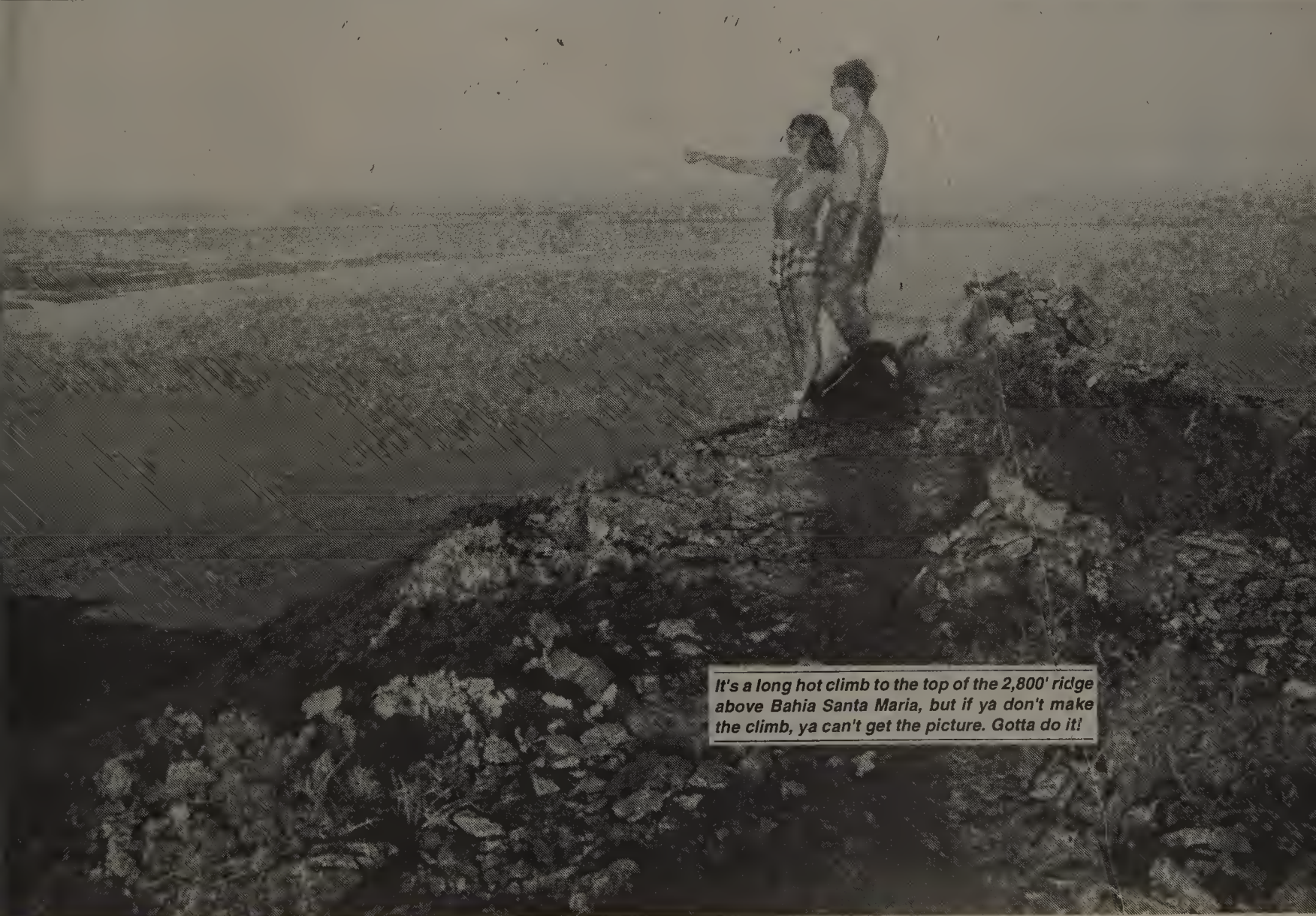
If you weren't the victim, the best fishing tale of the Ha-Ha, however, belonged to Debbie Jehns of the *Pearson 424 Romance*. While at the helm one night she was hit in the shoulder by a flying fish. She initially accused skipper Bill Marmann of slapping her, but he was



*When you're on the hook it's great to have some water toys to keep you occupied. Some brought surfboards, others brought kayaks.*

eventually acquitted.

By the evening of the second day, almost the entire fleet was motoring at full steam and converging on Bahia Santa Maria. With only a sliver of a moon, the sky was ablaze with twinkling constellations while the speckled belt of the Milky Way arched directly overhead. Complementing this spectacle were the nav and steaming lights of dozens of boats, green lights to the north, red lights to the south. The closer the fleet got to the entrance to the bay at Punta Hughes, the more compact the procession became.



*It's a long hot climb to the top of the 2,800' ridge above Bahia Santa Maria, but if ya don't make the climb, ya can't get the picture. Gotta do it!*





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"Sidney Ann", 36' "TBA", 30' "Random", 61' "Falkour", 30' "Sea U Later", 28' "Fortune One", 52' "Stjarnfall", 30' "Aphrodite", 38' "Ka Ula Lani", 63' "Sea Roomer", 50' "Another Girl", 30' "Custom", 60' "High Seas Drifter", 61' "Griffin", 50' "True Blue", 12M' "US61", 48' "Lisa Marie", 32' "Kathie L", 42' "Celeste", 25' "Gin Gin", 30' "Carsair", 36' "Climax", 46' "Nordic Wind", 37' "Spindrift V", 33' "11 Metre", 35' "Resolute 2", 46' "Nordic Wind", 40' "Victoria", 45' "Hanseatic II", 34' "Customs", 40' "Blue Water", 58' "Peter Pan", 58' "Peter Pan", 30' "Sea U Later", 32' "Harlequin", 61' "2nd Life", 50' "Oaxaca", 41' "Sundog", 40' "Islero", 42' "El Nido", 45' "Zoe", 31' "Victory", 30' "Jamanie", 58' "Frank Ann", 43' "Benjamin Walters", 30' "Humsey", 36' "Midnight Sun", 30' "Kaohu", 38' "Roberta", 37' "Southern Comfort", 39' "Allegria", 21' "Vapporetto", 50' "Haiou", 36' "Abandon", 41' "Miramar", 40' "Swan", 33' "Gee Whiz", 35' "Telemark", 31' "Greywolf", 34' "Two Scoops", 42' "Harmony", 90' "Emily", 40' "Tuck a Roo", 25' "Molly", 36' "Pirate", 27' "Millie Gee", 112' "Manutea", 34' "Custom", 35' "Breezy", 38' "Go West", 30' "Sugar", 40' "Maldeport", 40' "El Negro", 61' "Livia", 44' "Wayfarer", 40' "Bad Habit", 41' "Poke n Along", 25' "Sailboat", 60' "Mariner II", 33' "Blown Away", 26' "Pegasus", 37' "Riva", 53' "El Dorado", 25' "Sailboat", 36' "Red Cloud", 32' "Odyssey", 36' "Happy Daze", 19' "Flying Fish", 40' "Trieka", 42' "Nimble", 32' "Marni Ellen", 39' "Zeus", 38' "Michelle", 62' "Athene", 42' "Magic", 27' "Wing Tip", 108' "Coleen", 50' "R&S LCM", 30' "Flying Dutchman", 27' "Wind Dance", 56' "Continental", 44' "Kaya", 33' "Poke n Along", 35.5' "Rum Tum Tiger", 40' "Aquila", 37' "Sally Ann", 34' "Nain", 36' "Zephyr", 38' "Codalion", 39' "Chalupa III", 57' "Keranna", 34' "Destiny", 46' "Judith Gale", 24' "Power Boat", 35' "Fever", 30' "Wakonda", 34' "Expeditious", 80' "Wet and Wild", 59' "Extravaganza", 11 m' Blitzkrieg", 35' "Sconset", 29' "Seagull", 37.5' "Reaching Freedom", 36' "Bora", 43' "Star Rover", 62' "Fish Boat", 63' "Saga", 32' "Arion", 56' "Starlite", 35' "Hideaway", 51' "Rascallion", 40' "Princess", 45' "Reverie", 42' "Paddy West", 40' "Power Boat", 38' "Judy Ann", 25' "Sailboat", 37' "White Bird II", 34' "Quartet", 72' "Papagallo II", 54' "Pegasus", 60' "High Seas Drifter", 40' "Cotton Valley", 36' "Gold Rush", 61' "Fortunetta", 59' "Perseverance", 15' "Wahoo", 63' "Belitrix", 25' "Race Boat", 16' "Ski Boat", 44' "Wayfarer", 38' "Maui", 80' "Betty T.", 42' "Spindrift V", 30' "Revision", 34' "Posh", 40' "Tam Cat", 43' "Mistral", 47' "Abe", 30' "Underdog", 37' "Jimmy Buffett", 60' "Sea Wolf", 44' "Dolphin", 72' "Papagallo II", 40' "Nautilus", 47' "Abe", 40' "Yo Ho Ho", 65' "Brigadoon", 61' "Top Hat", 40' "Princess", 61' "Hasty Heart", 36' "Zephyr", 40' "Meridian", 45' "Woodboat", 17' "Pa' Lante", 40' "Chaparral", 34' "Czechmate", 25' "Pulp Friction", 25' "Moonglow", 48' "Motor Yacht", 34' "Endurance", 32' "Moonstruck", 40' "Juditha", 35' "Thrasher", 24' "No Name", 40' "China Cloud", 50' "Napilikai", 22' "Penguin", 36' "Finale", 29' "Pacifica", 32' "Stacy Ann", 36' "Argo", 54' "Tucker's Twin", 21' "Louco", 25' "Honami", 30' "Jaimule", 58' "Macondo", 53' "Caro Vita", 51' "Beowulf", 64' "Argosy", 70' "Viveka", 38' "Echo", 39' "Spirit of London", 25' "New boat, no name", 41' "Sahbu 2", 32' "Nomadic", 30' "Yankee", 43' "Goloard", 34' "Vixen", 34' "Escargot", 38' "Passion", 53' "Mistress", 35' "Mistral", 80' "Leda", 42' "Southerner II", 60' "None", 40' "Tuckaroo", 53' "Can Can", 38' "Rajan II", 36' "Sharana", 60' "Tom Cat", 53' "Loyal", 30' "Sleepy Tyme", 35' "Dream Machine", 30' "Penny", 40' "China Cloud", 68' "John's Rendezvous", 36' "Clarity", 60' "Spill Spoiler", 40' "Princessa", 52' "Stjarnfall", 34' "Oceania", 35' "Na Name", 26' "Allegheny", 47' "Seaz the Moment", 48' "Last Transit", 35' "Pacific Express", 37' "The Answer", 54' "Implacable", 35' "Little Orcas Annie", 57' "Keranna", 31' "Wavedancer", 28' "None", 36' "Aquila II", 44' "Gin Mou II", 30' "Anna Louise", 53' "Leslie", 54' "Mandalay", 38' "Ka Ula Lani", 40' "Princess", 46' "None", 52' "Forrest McGee", 36' "Sailboat", 45' "Inca", 24' "Shaebox", 42' "Spindrift V", 60' "Nordic Wolf", 57' "Tai Won On", 42' "Lady S", 60' "Tai Suites", 29' "Lil Gail II", 31' "TLB", 27' "Joy", 50' "Yucatan", 31' "TLB", 27' "TLC", 32' "Odessa", 36' "Sailboat", 37' "Elana", 16' "Whaler", 30' "Pelicano", 45' "Lora Lee", 30' "Four Season", 45' "Supreme", 41' "Day Dreamer", 42' "Theodosia", 36' "Fanny Pearl", 58' "Fishboat", 16' "Kids at Play", 20' "Sailboat", 40' "Hot Rod", 38' "Sydney Mae II", 42' "Keleandra", 25' "Sailboat", 28' "Chippewa", 36' "Sailboat", 53' "Monitor", 80' "America One", 60' "Fleet", 35' "Restless Spirit", 27' "Motorcycle Irene", 61' "Hasty Heart", 41' "NEW", 39' "Gypsy Warrior", 40' "Solstice", 28' "Gloria", 33' "No Name", 30' "Pliedes", 63' "Orel", 16' "Sailboat", 75' "Anna Marie", 29' "Olson", 15' "Sequoia", 44' "Wiseley Done", 35' "Wild Child", 34' "Anne", 31' "Babylon Rocker", 28' "Alistell", 42' "Allyn Beth", 35' "Flexible Flyer", 33' "Escargot", 29' "Maybe", 36' "La Chimere", 54' "Pegasus", 42' "Cool Change", 30' "Swallows - Green Deck", 32' "Me Two Too", 43' "Celestria", 27' "Pistachio", 30' "Oriel - Yellow deck", 36' "Gone With The Wind", 37' "Re-Quest", 38' "Grace", 75' "Californian", 40' "Blue Moon", 38' "Passian", 60' "Cadure", 28' "Safyre", 61' "Aria", 38' "CHI", 41' "Gai Jin", 35' "Flexible Flyer", 26' "Jean", 59' "Extravaganza", 31' "Anik", 78' "Rendezvous", 29' "Elysium", 30' "Shadow", 42' "Mary Ann", 27' "Sea Lassie", 50' "Elcie M", 36' "No Name", 38' "Go West", 39' "Sabra", 30' "Summerwind", 41' "Endless Summer", 44' "Mykonos", 36' "Second Wind", "Serendipity", 33' "11 Metre", 36' "Wild Spirit", 41' "Yachyd Da II", 38' "Truant", 60' "Miss 102", 46' "Golden Bear", 30' "Greensleeves", 48' "Pretty Lady", 40' "Prezzo", 42' "Shannon", 30' "Swallow", 47' "Wenlemir", 30' "Olga", 38' "Pandora", 38' "Morning Glory", 30' "Shibuni", 40' "Blown Away", 34' "Mildred T", 53' "Persuasion", 35' "Soga", 36' "Abandon", 48' "Scout", 38' "Shanti", 48' "Abracadobra", 48' "Leading Edge", 44' "Grand Cru", 44' "Topo", 37' "Melonge", 37' "Dream Catcher", 44' "Wisley Done", 43' "Rubicon", 56' "Golden Eye", 30' "Drummer", 37' "Expeditious", 52' "Moonshadow 3", 60' "Mallard", 36' "Breaking Wind", 32' "Lo Chimere", 27' "Lolo", 36' "Escopade", 62' "Morguerito", 36' "Seawall", 32' "Police Boat", 42' "Spindrift V", 35.5' "Velello", 46' "ICL", 53' "Turning Tide", 29' "Zig Zag", 34' "Moonlight Lady", 39' "Rockwillow", 48' "Scout", 31' "Rio", 27' "Lola", 41' "Race Boat", 27' "Reel Fun", 42' "Aviona", 36' "Ario", 32' "Caprice", 69' "Mondorin", 83' "Mustang", 39' "Ruke", 46' "Circe", 37' "Zest", 51' "Nuit Ventouse", 70' "Orient Express", 53' "Persuasion", 37' "Expeditious", 70' "Miroge", 55' "Frithjowise", 40' "Goi Gin", 36' "Sierra II", 17' "Winner", 44' "Real Love", 42' "Rubicon", 41' "Saltoir", 26' "Modrugada", 29' "Pop", 50' "Buttercup", 38' "Serenity", 43' "Windhover", 27' "Rhapsody", 46' "Circe", 29' "Cicso", 46' "Perfection", 46' "Hanseatic", 48' "Praise The Lord", 46' "Blue Point", 40' "Nautilus", 43' "Metoro", 57' "Coquino", 36' "Ganesha", 29' "Pop", 46' "Motor Yacht", 67' "Bridget", 43' "Benjamin Walters", 61' "Fortunetta", 28' "No Name", 32' "Jo Jo", 35' "Questello", 47' "Thundering Alicia 2", 30' "Sleepy Tyme", 42' "J.B. King", 27' "J-3", 25' "Gin Gin", 36' "Midnight Sun", 30' "Zephyros", 65' "Angelique", 33' "Blitzkrieg", 63' "AquaSport", 50' "Buttercup", 61' "Hosty Heart", 54' "Fortuna", 43' "Redhawk", 45' "Priscella", 44' "Procyon", 34' "Errow", 46' "Sass", 41' "Radiant", 48' "Manatee", 38' "Foy M", 30' "Sea U Loter", 35' "Kir", 44' "NO NAME", 32' "Daisy", 50' "Yukon Jack", 40' "No Name", 56' "Dolch Vito", 34.5' "Speedwell", 32' "Torpon", 34' "Dokota".

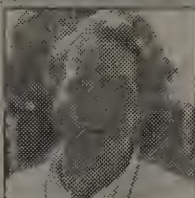


# RONICLE

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POINT RICHMOND, CA 94804  
(510) 235-KKMI • fax: 235-4664  
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CONSTRUCTION - SWAN FACTORY SERVICE - MARINA - TAXIDERM

**Season's Greetings from  
the Entire Crew at KKMI.**  
"May the New Year Bring You Fair  
Winds and a Smooth Bottom."



Paul Koplon "Work hard, play hard and eat your vegetables."

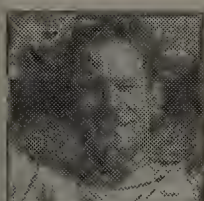


Ken Keefe "I'm taking Christmas off and don't stop me."

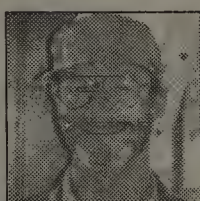


## KKMI KHRISTMAS

'Twas the night before Christmas and all through the yard . . . the boats were resting up on the hard. The cranes were all quiet . . . the tools put away . . . the crew fast asleep, they put in a full day. A light in the office was all one could see . . . but it's Christmas Eve who could it be? Ah, it's Ken and Paul, as usual working late . . . it takes hard work, to make a business really great. Just when they were ready to call it a day . . . they spotted a strange boat that looked like a big sleigh. Could it be St. Nick . . . is it he who had caught their eye . . . landing in Pt. Richmond, at KKMI? "Come On You Guys" shouted the Jolly Old Man . . . "I need your help; I've got a really cool plan. To make this season the best one yet . . . certainly one no yachtsman will ever forget. I need you as experts, to help out the elves . . . to pick out the right stuff, from your nautical shelves . . . to make the sailor happy with marine gifts this year . . . something for the boat to bring them much cheer. A bow thruster for Jimmy and stabilizers for Jack, how about a new engine for Betty and Mac? Topside paint for Harry and a new bottom for Lee . . . the windlass for Sally will be something to see. Self-furling systems, and hardware galore . . . if this keeps up, we'll clean out the whole store!" With Ken and Paul's help Santa completed his plan . . . the only thing left was to work on his tan. The future looked bright from the view of these two . . . after all, it was also a gift for both of them too. You see with each present, some assembly is required . . . and this way the crew stays happy and even more will be hired. With this knowledge they had the strength to finish the day . . . and with the last sheet stopper they heard the Man say, "Keep up the great job and smiles will abound . . . you guys run the best boat yard I've ever found. Sleep well tonight and take a day of rest . . . you need to recharge to stay at your best." And I heard a whisper as he sailed out of sight . . . Merry Christmas to all of my friends on the waterfront, and to all a Good Night.



Joel Hulse "Don't put up the kite til the windward mark."



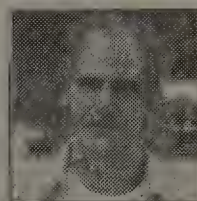
Jerry Ceremony "KKMI is a cool place."



Marc Crotto "I look forward to serving you, again."



Mike Borotta "Have a safe holiday."



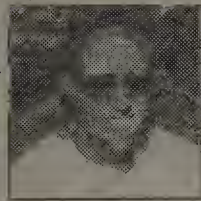
Kerry Bostendorf "A new point job is a beautiful thing."



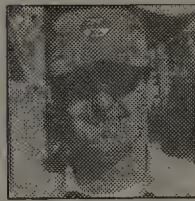
Tracy Lynn Parker "Great people & we're always on the move."



Angie Deglondon "Love & holiday wishes to my wonderful friends."



Pam Ward "Eight words are not enough."



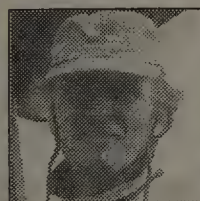
Glen Eberhard "Season's Greetings from the Eberhard family."



Eduardo Hernandez "Feliz Navidad."



Jack MacLean "Santo, con I have a Swon for Christmas."



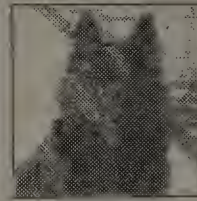
Jeremy Conn "I deny everything."



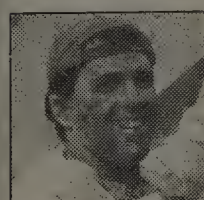
Richard Delfino "Let us help you with your dream."



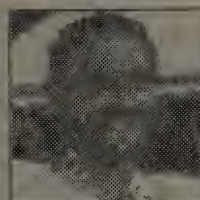
Oscar Montes "Welcome to our happy crew. Merry Christmas."



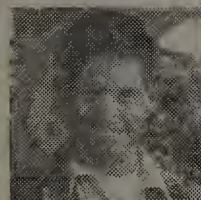
Sharpie D. Dog "Is the roach couch here yet?"



Lyn Hines "Prospero Año Nuevo."



Gorth Wells "And there is a philosophy of Bowling."



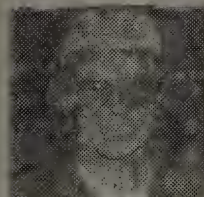
Leno Magdoleno "Everybody is happy. Merry Christmas."



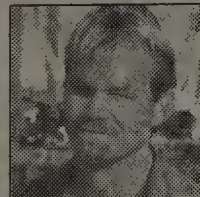
Arturo Gutierrez "I'm very happy working at KKMI."



Tom Cress "Congratulations, Rick & Charlotte with your baby girl."



Chad Price "Happy Holidays and have a good New Year."



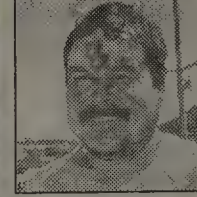
Lenny Bivin "If you're happy, it's all good."



Pablo Rojas "Merry Christmas to my whole family."



Steve Jeppesen "I'll be a little late, the traffic's heavy."



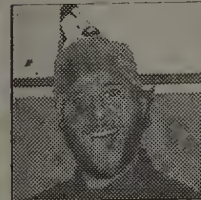
Poncho Perez "Merry Christmas to our customers, co-workers and families."



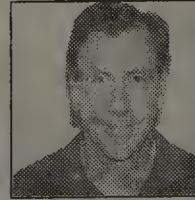
Cindy Revel "Please, no beans for Christmas; I've got enough."



Kurt Holzappel "Not available for comment. I'm in Mexico."



Johnny Horton "Live with integrity. Let your compass guide you."



Andrew Pitcairn "Fair winds and following seas in 1998."



Miguel Reyes "I love this company."



# ESCAPE TO THE CAPE

If anyone needed a testament to GPS and radar this was it. Given the dangerous onshore countercurrent just to the north of Punta Hughes, it would be foolish for anyone dead reckoning to enter Bahia Santa Maria at night. But with the aid of GPS or radar — and preferably both

— entering the bay was both safe and easy.

But in the wee hours a weird thing happened — a 'pea soup' thick fog de-

*Top row, left to right: A little drizzle couldn't stop the Ha-Ha volleyballers; Rolfe Croker's prize mahi; Guido signs in at the Broken Surfboard; the inaugural meeting of the Blind-in-the-Left-Eye Skipper's Club — Bob Soleway of 'Aria', Guido (a crusher), Doug Nordby of 'Shadowfax' and Cherry Knapp of 'Temptress'; uh... what's a raleigh? Middle row, left to right: Larry Gibbs chows down; the Alaskan 'Uhuru' crew with the fleet's youngest participant, Marena; the 'Synergy' crew had 30 trips to Cabo*





# — BAJA HA-HA IV RECAP

scended on the anchorage, reducing visibility to less than 50 feet. Boatowners

who'd invested in radar were congratulating themselves.

between them — Verne Koepsel, 82, (center) was the fleet's elder statesman; these flyboys from Benicia buzzed the fleet in their small plane on Leg Three; buying a Jello shot at Squid Roe; the 'Romance' crew, Debbie, Bill, Bill and Laureen. Bottom row, left to right: Marc Cenac and the 'Pandora' boys; meet Caryn, Dan, Michela and Rob of 'Saga'; Cap'n Jim keeps the earwigs at bay; the graceful crew of 'Grace' in a festive mood; 'Go West's' crew pays homage to the Poobah.

"Fog? In Mexico?" one crewman later groused. "That's what I'm trying to get away from!" There was a big difference, however, between the fog normally found in San Francisco Bay and the fog that drifted in to Bahia Santa Maria. San Francisco fog is always cold, while the Bahia





# ESCAPE TO THE CAPE

Santa Maria fog — as crazy as this sounds — was warm!

When dawn broke and the fog cleared, it revealed a bay packed with boats — anchored in a surprisingly orderly pattern. Despite the fact the anchorage was flat calm and filled with nearly 100 boats, it was as quiet as a Sunday morning in the suburbs. The Ha-Ha is a longer haul than many first-timers realize, so most everyone was catching up on their sleep.

Soon, however, a few surfers and boogie boarders headed out to the point break. "Three feet and mushy," they later reported. Bummer, because just two days before there had been a fine swell. Later there were surfing lessons for the ladies on the ankle-slappers at the river mouth, while others stretched their legs by walk-



*Don't knock it until you've tried it. You haven't really played tourist until you've had a high-speed ride on an inflatable banana!*

ing along the 10-mile-long beach. A few hardy souls hiked to the top of a 2,800-ft ridge near Punta Hughes to take in the spectacular 360° view that spans from the Pacific horizon to the far reaches of Mag

Bay. Other folks bartered for lobster with the fishermen at the primitive encampment in the mangroves just inside the river bar — the bay's only inhabitants.

Shortly after the mid-day net, however, the tranquility of the Ha-Ha was rocked by a medical emergency. The crew aboard the powerboat *Song of San Francisco* put out an urgent call for medical help as crewmember Jane Kelly of San Francisco had collapsed and was having trouble breathing. Almost immediately, a fireman paramedic from a neighboring boat was aboard administering CPR. He





# — BAJA HA-HA IV RECAP

was soon joined by a nurse from *Profligate*, then an emergency room doctor from *Tally Ho*, and soon several more doctors and nurses.

Initially it was suspected that Kelly, who had just eaten some lobster, might have been suffering from anaphylactic shock, so she was given an injection of epinephrine. Anaphylactic shock victims usually respond to epinephrine almost immediately, but Kelly didn't. A heart attack was another possibility, and calls went out for out for IVs, oxygen, an endotracheal tube, and more. The response from the Ha-Ha fleet — and other boats in the bay — was tremendous. As

one of the *Song of San Francisco* crew would later say, "In 15 minutes we had everything they have in a stateside hospital — except for the room itself."

Despite several hours of CPR and other ministrations by the team of doctors and nurses, however, the patient still didn't respond. A call was put out for a fast boat to take her to San Carlos, about 30 miles away. The fast sportsfisherman *Let it Be*, which was not part of the Ha-Ha, volunteered. Although given CPR all the way to San Carlos, Kelly was pronounced dead on arrival by a Mexican physician. It was later learned that Kelly, only 52 years old, had suffered a massive heart attack.

It was a somber fleet that got the bad news. Despite the tragedy, the Ha-Ha fleet and others were thanked for their efforts. *Song of San Francisco's* captain noted that Jane enjoyed a party, and suggested that everyone have a beer in her memory. There were two clear lessons. First, life is full of uncertainty, and each moment should be lived to the fullest. Second, there was a tremendous amount of medical talent and supplies in the Ha-Ha fleet.

There were other more minor acts of Ha-Ha'ers helping other Ha-Ha'ers. Leg Three was to start at 1000 on the morning of November 5, but when a few boats requested permission to start early so that they might avoid two nights at sea, it became a virtual stampede of early starters. The stampede increased when it became obvious there again wouldn't be much wind.

Seth and Bev Bailey's Cheoy Lee 43 *Route du Vent* from Alameda was one of



*The fleet never found much surf on the trip south, but that didn't stop them from trying. This longboard was actually found at sea last year.*

based in Alameda. "Route du Vent, we found your dinghy three miles outside the harbor drifting straight toward Cabo!" They eventually made an offshore transfer.

The wind on Leg Three was even lighter than it had been on Leg Two, so almost all boats motored most of the way. This created its own problems. When *Positive Attitude*, a Catalina 42 from San Pedro, blew a fan belt and had no replacement, the CT 49 *Tsunami* from San Francisco turned around and motored several miles up the course to loan their spare.

In addition, bigger boats with plenty of fuel stayed close to their smaller neighbors and in some cases completed open-water transfers. The crew of the Island Packet 35 *Piece of Cake* from San Diego gave away all their gasoline to the trimarans *Noor* and *Bad Boy* — and as a result had to hire a panga to get ashore once they reached Cabo.

The final dawn at sea of Ha-Ha IV broke with a spectacular orange sunrise over the



*Smile! As usual, the beach bash hosted by the Broken Surfboard Taqueria was a highlight of the fleet's time in Cabo. The Ha-Ha wouldn't be the Ha-Ha without its generous sponsors. Thanks to all of them from all of the '97 Ha-Ha'ers:*

— 1997 Sponsors —

- Almar Marinas • Barnett Insurance
- Bob Rice's Weather Window • Corona Beer
- Data Rescue Services • Diesel Fuel Filtering
- Downwind Marine • H.F. Radio On Board
- Island Girl Products • Jack Martin & Assoc.
- Larsen Sails • Latitude 38 Magazine
- Mail Call • Modern Sailing Academy
- UK Sailmakers • Waypoint
- The Watermaker Store • West Marine Products
- Yachtfinders/Windseakers



only a few boats that was going to hang around until the 1000 start. Her crew awoke, however, to discover their dinghy was missing. A call for help went out over the VHF, and several neighbors immediately sped off to survey the beaches. A few minutes later there was a transmission from *Grace*, a Kelly/Peterson 44 also

*It may look like a normal harbor scene to you, but getting permission to anchor the Ha-Ha fleet in Cabo's inner harbor was a major coup.*

rugged mountains of Baja and the coastal waters. A mile in front of *Profligate*, the sun's rays caught the contours of perhaps 300 leaping dolphins who turned out to be feeding on a huge school of yellowfin



# ESCAPE TO THE CAPE

tuna. Sailing in and around the feeding dolphin was a final gift from Nature and a fitting end to a mellow cruise down the Cape. Around the corner in Cabo San Lucas, the serenity of a starlit night on the ocean gave way to the hustle and bustle of Baja's premier tourist mecca.

If anybody thought arriving at Cabo would briefly erase the uncertainties of cruising, they were in for a big surprise, for nothing is ever for certain in Mexico.

The one thing everybody wanted to know was whether they'd be able to get a berth in Cabo after the nearly 800-mile voyage. Thanks to heroic efforts by Almar's Marina Cabo San Lucas staff — Enrique, Tim, and the office girls — and Randy and Mickey Short of Almar's state-side operations more than half the fleet was accommodated in one way or another at the marina. Given the fact that the marina is nearly 100% full year around, this was no small feat.

Those who didn't get a berth or raft-up position naturally wanted to know whether the Ha-Ha fleet would be able to raft up in the Inner Harbor as they had in the past. The issue became all the more important when the wind blew out of the southeast for the next several days, making the outside anchorage as sloppy and uncomfortable as we've ever seen it.

Conflicting jurisdictions are common



New friends Steve, Terry and Jane party down.

in Mexico, and in this case the new Port Captain proclaimed that Ha-Ha boats would not be allowed to anchor in the Inner Harbor. The Port District, on the other hand, said they could anchor inside. After one or two boats were kicked out, the objections ceased and lots of boats were let in. You never know in Mexico.

It was the same situation with a new mini marina at the entrance to the har-

bor. There were 40 new slips, all empty, when the fleet arrived. Those in charge said the berths absolutely couldn't be used. Three days later the place was packed. You never know in Mexico.

While most boats were eventually accommodated, a few had to — or decided to — stick it out in the outer anchorage. Their consolation? They'll probably never have such rotten anchoring the rest of the season.

Once secured in a berth or on the hook, much of the fleet found their way to *Latitude 38's* long-time southern headquarters, the Broken Surfboard Taqueria. The tradition is for each arriving skipper to sign his boat name on the giant wallboard, before setting off to explore the town.

A keen observer would note an amazing change in most Ha-Ha participants from the beginning of the event to the end. Everyone seemed happy and excited at the annual Ha-Ha Kick-Off Party in San Diego. But you could sense a subtle undercurrent of anxiety, since many participants were heading offshore for the first time. By the time they got to Cabo, however, it was a different story. You could see the spark of self-assurance in their eyes and feel their pride of accomplishment in having made the big leap. And if ever there was a place to let loose, Cabo is it — especially if you've just spent 10

## Baja Ha-Ha IV Finishers

### 'AGAVE' Division

Illusion .....	65'	MacGregor 65 .....	S.F.	B. & D. Flaglor/Hawkin
Blaze .....	60'	Warwick 60 .....	Denver	Van & Nancy Draper
Atalanta .....	53'	Farr 53 Sloop .....	Philadelphia	Janet Lotto
City Lights .....	53'	Santa Cruz 53 .....	S.F.	Thomas Sanborn
Rhapsody .....	51'	Beneteau 51 .....	San Diego	Gerald Phillips
Allure .....	50'	Santa Cruz 50 .....	Pebble Bch	C. & C. Jacobson
Hana Ho .....	50'	Santa Cruz 50 .....	S.F.	Rolfe & Julie Croker
Toshali .....	46'	Tripp 46 .....	Newport Bch	Alan & Susan Burg
Marilyn .....	44'	J/44 .....	S.F.	Monroe Wingate

### 'BURRITO SUPREMO' Division

Fairwind .....	50'	Celestial 50 .....	S.F.	Chris & Barb Webber
Reba .....	48'	Celestial 48 .....	S.F.	Steve & Jamie Sidells
Blue Jay .....	47'	Stevens 47 .....	Mercer Is	Jeff Esfeld
Menagerie .....	47'	Stevens 47 .....	S.F.	John Roop
Namaste .....	47'	Stevens 47 .....	Winthrop, WA	Tom & Linda Kimbrell
Albion .....	46'	Kelly-Pete 46 .....	San Diego	Eileen & Steve Price
Savage Lady II .....	46'	Kelly-Pete 46 .....	S.F.	Guy & Mary Black
Reverie .....	45'	Dufour 45 .....	S.F.	Gary & Judy Williams
Second Kiss .....	45'	Norseman 447 .....	San Pedro	J. & D. Lorentzen
Grace .....	44'	Kelly-Pete 44 .....	Alameda	Lee & Cindy Hodge
Expr. Mitchell .....	43'	Morgan 43 .....	Los Gatos	B. & C. Knox/Shiplov
Route du Vent .....	43'	Pedrick 43 .....	S.F.	Seth Bailey
Sun Singer .....	43'	Cheoy Lee 43 .....	S.F.	David & Pat Wheeler

### 'CEVICHE' Division

Sedona .....	43'	Taswell 43 .....	Long Beach	Al an & Patsy Mosley
Tally Ho .....	43'	Nauticat 43 .....	Newport Bch	Carl Mischka
Windhover .....	43'	Cheoy Lee 43 .....	Puget Island	Bill Coons
Champagne .....	42'	Beneteau Fst .....	S.F.	Hall & Wendy Palmer
Mary Ann .....	42'	Tayana 42 .....	Sausalito	Fred Haines
Positive Attitude .....	42'	Catalina .....	San Pedro	Dean & Joy Jacot/Burr
Amola .....	41'	Newport 41 .....	S.F.	Tom & Yvonne Gaines
Moe-Z-N .....	41'	Cooper 416 .....	Eureka	Eric & Moe Lilleland
Sea Turtle .....	41'	Bristol 411 .....	S.F.	Linda Stone
After You .....	43'	Spindrift 43 .....	S.F.	Dave & Bobbi Dickey

### 'ENCHILADA VERDE' Division

Ginny's Too .....	39'	Nord-Cant. 39 .....	S.F.	William Russell
Inti .....	39'	Cal 39 .....	Santa Cruz	Jackie & Peter Whiting
Saga .....	39'	Rogers 39 .....	Seattle	Rob & Michelle Swan
Viva .....	39'	Grand Soleil 39 .....	L.A.	Steve & Pam Jost
Boomtown Trdr .....	40'	Islander 40 .....	Seattle	Mike Aarhus
Elan Vital .....	40'	J/40 .....	S.F.	Tom MacPherson
Phantasm .....	40'	Hunter 40 .....	Portland	Ken & Gayle Gregory
Sonrisa .....	40'	Valiant 40 .....	Corpus Chr	John & Sylvia Parr
Spellbinder I .....	40'	Beneteau 40 .....	Vancouver	Barry Gaudin
Uhura .....	40'	Cal 40 .....	Juneau	Collins / Salerno

### 'FRIJOLE' Division

Amazing Grace .....	38'	Islander 38 .....	Phoenix .....	R. & J. Lundstrom
Beyond Sail .....	38'	Ericson 38 .....	Harvard, MA .....	Frank Germano JR.
Dream Three .....	38'	Endeavour 38 .....	S.F. ....	Colin Hiller
Go West .....	38'	Island Pkt 38 .....	S.F. ....	Hellen & Jim Boswell
Pegasus .....	38'	Ericson 38 .....	Long Beach .....	Russell Cox
Shadowfax .....	38'	Morgan 38 .....	Eureka .....	Tom Thee
Snow Bird .....	38'	Catalina 38 .....	S.F. ....	G. & J. Robinson
Zia .....	38'	Morgan 38 .....	Santa Barbara .....	D. & J. Hartley-Kelle

### 'GUACAMOLE' Division

Aria .....	37'	Grand Soleil 33 .....	Tiburon	Dan Carrico
Dilly Dally 2 .....	36'	Catalina .....	Davis	Jerry & Jane Hinsdale
Misty Sue .....	36'	C&C 36 .....	Benicia	Bill Hardesty
Pied A' Mer .....	36'	Islander 36 .....	Ketchum, ID	H. & S. Schwake
Rooster Cogburn .....	36'	Ericson 36 .....	Sausalito	Tim & Linda Leathers

### 'HUEVOS RANCHEROS' Division

Merinda .....	34'	Cal 34 .....	Olympia, WA	Don Marcy
Ragtime Band .....	34'	Cal 34 .....	San Diego	Jim Alexander
Teachers Pet .....	34'	Catalina 34 .....	Santa Cruz	Jerry Eveland
Alegria .....	32'	Valiant .....	S.F.	Pat & Laura Melendy
Shanti .....	32'	Columbia 32 .....	Benicia	Skippy Lew
Thunder .....	32'	Valiant 32 .....	S.F.	Rose & Ralph Harding
The Darlen' B .....	27'	Catalina 27 .....	Richmond	Bill & Darlene Wilcox



# — BAJA HA-HA IV RECAP

days at sea. Granted, two or three days in this raucous tourist town is plenty. But for a short stay, soaking up the conveniences of civilization, savoring fresh-caught seafood and succumbing to the bacchanalia of notorious party palaces like Squid Roe and The Giggling Marlin is a welcome contrast to life on the water.

Just outside the harbor, Cabo's trademark beaches stretch for mile after mile in a giant crescent of white sand — ideal for a Ha-Ha beach party. The day after the fleet arrived, the Broken Surfboard hosted an all-day fiesta with live music, plenty of cold beer, hot tamales — and light rain. Some of the troops did battle on the volleyball court, while others simply schmoozed, rehashing their south-bound journeys blow by blow. For the young at heart, the highlight of the day was probably taking rides on the hideously touristy, yet hilariously fun 'inflatable banana', courtesy of the race committee.

The following day was the awards party, the final chapter of the Ha-Ha, held dockside this year at the marina. Corona Beer provided chairs, canopies and 400 free beers. Randy Short then magnanimously bought the 'next round' on behalf of Almar Marinas.

The passing of Jane Kelly was honored



Shoreside exercising at Squid Roe.

by Colleen Stafford of *Misty Sue*, who sang a heartwarming rendition of *Amazing Grace*. Then, a brilliant troupe of teenage mariachis put the crowd in a festive mood with a set of traditional Mexican ballads and love songs before the Poobah began his prize-giving shtick.

It's an odd phenomenon, but every year — when the corrected times are calculated — under the mysterious Ha-Ha rating

system — there ends up being a five or six-boat tie for third place in every division. In fact, no one has ever finished worse than third. The message is that everyone's a winner if they've broken away from the mainstream and made it as far as Cabo.

There were special prizes too, of course, for things like nude sportsfishing, 'marlin surfing' and incessant VHF chattering. Before the fleet parted company they were serenaded by Pepe and Sue of *Melissa*, two 'professional cruisers' who seem completely at ease with the lifestyle. They always travel with amps, P.A. system and instruments and seem to instigate jam sessions wherever they go.

Ha-Ha participants are always quick to contratulate the race committee for a job well done, but in reality they should be giving themselves a pat on the back. After all, the Ha-Ha is simply a catalyst — a hand up (or a boot in the butt, depending on how you look at it) — that helps would-be cruisers focus their pipedreams on a concrete departure date. For many participants, the run to Cabo is just the beginning; a tiny step in a journey of many thousands of miles. But as someone once said, the hardest part of circumnavigating is making the initial breakaway from your home port.

— latitude/rs & aet

## 'JALAPEÑO' Division

Rewa .....	65'	S&S 65 .....	S.F.	D. & D. Hines
Relax .....	57'	Crealock 57 .....	San Diego	Ronald Jordan
Enchanted Lady .....	55'	Roberts 55 .....	Seal Beach	Andy & Jan Sibert
Jessie Adams .....	53'	Spencer 53 .....	Bellevue, WA	S. & L. Nielsen
Our Pleasure .....	51'	Venice 52 .....	Seattle	R. & P. Bennett
Blue Banana .....	50'	Gulfstar 50 .....	Monterey	Sam & Bill Fleetwood
Tsunami .....	49'	CT 49 .....	S.F.	Robert Marshall
Transition .....	48'	Maple Leaf 48 .....	Long Beach	Mike & Rene Carrick
O'Honey .....	47'	Sloop .....	Portland	R. & B. Overland
Doing It .....	46'	Amel 46 .....	Oakland	Betty & Jay Schmidt

## 'LANGOSTA' Division

Colonel's Lady .....	46'	Cal-2-46 .....	Newport Bch	Chris Christiansen
Fairweather .....	46'	Durbeck 46 .....	S.F.	F. & J. Jimerson
Iguana .....	45'	Is. Packet 45 .....	Palo Alto	Steve Domenik
Insatiable .....	45'	Roberts 45 .....	Lahaina	Les & Chilton Fickel
Bon Ami .....	43'	Hans Christian .....	Berkeley	Gordon English
Josephine .....	43'	Hans Christian .....	S.F.	Kevin McPhee
Synergy .....	43'	Westsail 43 .....	San Diego	Richard Williamson
Romance .....	42'	Pearson 424 .....	Poulsbo, WA	Bill Marmann
Viking Rose .....	42'	Westsail 42 .....	Anchorage	Mark Hiekel

## 'MARGARITA' Division

Great Kate .....	41'	CT Ketch 41 .....	Vallejo	Larry Gibbs
Flying Cloud .....	41'	Islander 41 .....	San Diego	Patricia Moni
Runke .....	41'	CT 41 .....	Astoria, Or	Rick Granmo
See World .....	41'	Sea Wolf 41 .....	Ventura	Dean Prophet
Shanti .....	41'	Formosa 41 .....	Oxnard	B. & M. Strickland
Circe .....	40'	Panda 40 .....	Tacoma, WA	S. & M. Thordarson
Hokulani .....	40'	Caliber 40 .....	S.F.	R. & C. Burkhardt
Moonketch .....	40'	Mariner 40 .....	Olympia, WA	John DePasquale
Regulus .....	40'	Challenger 40 .....	San Diego	Patricia & Chris Zirkle
Shadowfox .....	40'	Germania .....	Alameda	M. & K. Swirski
Surge .....	40'	Jonmeri 40 .....	Wilmington, DE	P. & B. Chalstrom

## 'PIÑA COLADA' Division

Enya .....	38'	Panda 38 .....	Menlo Park	G. & E. Meskimen
Jai Yen .....	38'	Cabo Rico 38 .....	Anacortes	Mike & Sally Morgan

Mare Alta .....	38'	Downeaster 38 .....	Oceanside	Hudson /Goolkasian
Pandora .....	38'	Richardson 38 .....	Sausalito	Mark Cenac
Sea Rascal .....	38'	Downeast .....	Marina del Rey	Al & Lisa Gardner
Sunset Run .....	38'	Caliber 38 .....	Manhat'n Bch	Bill & Jean Coltrin
Fuzzy Logic .....	37'	Crealock 37 .....	S.F.	G. & C. (Nash) Hunter
Loup De Mer .....	37'	Tayana 37 .....	S.F.	Harry Burkholder
Mary Read .....	37'	Fisher 37 .....	Seattle	J. & M. Dysland /Frost
Temptress .....	37'	Crealock 37 .....	Alameda	W. & C. Knapp
Party Animal .....	36'	Freeport 36 .....	SF	Ray & Jan Johnson
Piece Of Cake .....	35'	Isl. Packet 35 .....	San Diego	Bonnie & Brian Hogan

## 'QUESADILLA' Division

Sea Squirt .....	35'	Columbia 35 .....	S.F.	D. & E. Scandling
Chawkeye .....	34'	Crealock 34 .....	Santa Cruz	Bill Baird
West Wind .....	34'	Cutter .....	S.B.	R. & M. Rowland
Bliss .....	33'	Morgan Ol 33 .....	Petaluma	Jim & Bliss Cochran
Knot Yet .....	32'	Gulf 32 .....	S.F.	John Keen
Voyager .....	30'	Rawson 30 .....	Vallejo	Dennis Koehn
Iwa .....	28'	Cape Dory 28 .....	Santa Cruz	Pin Fong NG
Loonlode .....	28'	Bristol 28 .....	Grass Valley	Quintin & J.D. Hoard
Ragtime .....	28'	Westsail 28 .....	Seattle	Bill Schmidt
Valkyrie .....	28'	Morgan 28 .....	S.F.	Patric Walton
Sidone .....	27'	Tartan 27 .....	Pascagoula	Buck Anderson

## 'SALSA PICANTE' Division

Profligate .....	63'	Custom Cat .....	Tiburon	Latitude 38
Odysseus .....	45'	Apache Cat .....	San Diego	Monte Berget
Milonga .....	44'	Horstman Tri .....	Napa	Torsten Debus
Maluhia .....	42'	Catana Cat .....	Aiea, HI	D. & K. Wegesend
Kismet .....	36'	Piver Tri .....	San Pedro	Larry Langston
Noor .....	31'	Corsair Tri .....	Folsom	Marvin Stark
Flying So Low .....	30'	Custom Tri .....	Belfair, WA	Bob Lomax
Bad Boy .....	28'	Corsair Tri .....	Alameda	Gary Helm

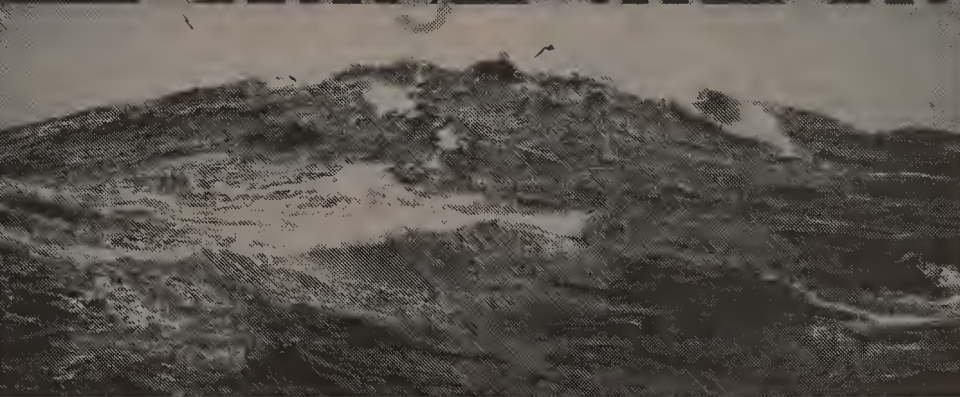
## 'TOSTADA GRANDE' Division

(Our token motor yacht — in the spirit of political correctness)				
Song Of S.F. ....	44'	Ocn Alex M/Y .....	S.F.	J. & C. Talmage
Dorcas Hardy .....	41'	MMC 41 .....	Sausalito	Dick & Mary Hein



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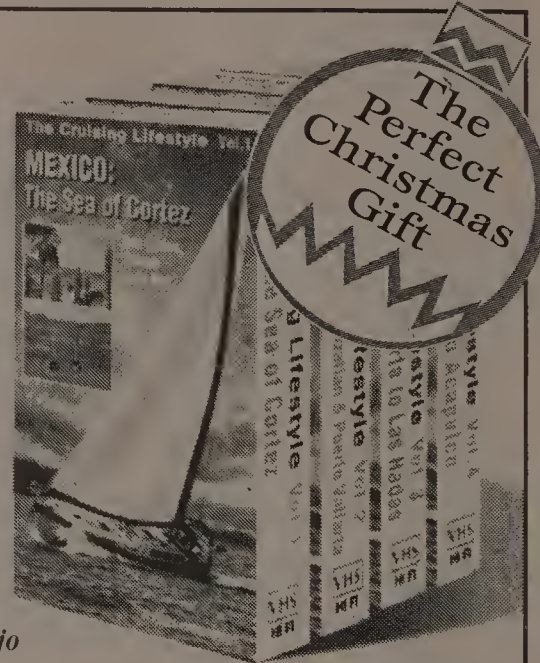
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# SAN FRANCISCO YC MIDWINTERS

Old Man Winter — or was it the beginning of The Baby? — rolled into town on the grey weekend of November 15-16, just in time for San Francisco YC's first two midwinter races. Despite ominous conditions, 34 of the 53 registered boats bravely showed up at the Southampton Shoals starting area for Saturday's contest. They were greeted by rain, a 20-25 knot southerly and confusion about starting sequence amendments. After the fleet eventually got off on a 9-mile, triple windward/leeward course, the wind promptly shifted 45° to the west, turning the day into a reaching fest. With six divisions spread out all over the race track, and limited RC resources, it was impossible to reset the inflatable marks.

Sunday's scenario was similar, minus the rain — encouraging enough to bring out 46 boats. Learning from Saturday's experience (and responding to the weather forecast), the RC anticipated a westerly shift and intentionally skewed their windward/leeward course 20° to the west. Unfortunately, this time the wind held from the SSE, and the fleet once again ended up reaching way more than intended. "Sometimes you can't win for trying!" lamented principal race officer Dan King.

By the third and last lap of Sunday's triple sausage course, the ebb had set in and the committee boat end of the line was quite favored — so much so that *Blue Chip* and *Ruckus* both somehow managed to ram the stern of the committee boat in the process of finishing. "No real harm was done," noted King, "but it's a good thing the club's replacing *Victory* soon. She's ready for retirement!"

The four-race, no-throwout series resumes and concludes on December 20-21, which may be a little too close to the holidays for some participants. Results of the first weekend follow:

DIV. I (100 and below) — 1) *Blue Chip*, Mumm 36, Walt Logan, 4 points; 2) *Cha-Ching*, BH-41, Scooter Simmons, 6; 3) *Acey Deucy*, J/44, Richard Leute, 7; 4) *Razzberries*, Olson 34, The Nesbits, 12. (9 boats)

DIV. II (over 100) — 1) (tie) *White Jacket*, Etchells, John Sutak, and *Jombo*, Wabbit, Jon Stewart, 3 points; 3) (tie) *Barking Dog*, Olson 25, Jeffrey Kroeber, and *Jammin' Too*, Catalina 34, Michael Lamb, 8; 5) *Dulcinea*, Coronado 27, John Slivka; 6) *Wahope*, Newport 30, Walt Wilson, 14. (16 boats)

DIV. III (11:Metre) — 1) (tie) *Extreme*, Tom Atwood/Seadon Wijsen, and *Mercedes Benz*, John Sweeney, 3 points; 3) *Citibank*, Peter Stoneberg/Tom Dinkel, 6; 4) *Allegre*, James Glockner, 10. (8 boats)

DIV. IV (Hobie 18) — 1) #10631, Frank Ternullo, 6 points; 2) #6899, Gordon Petty, 7. (4 boats)

DIV. V (shorthanded) — 1) (tie) *Conococheague*, Moore 24, John Collins, and 20/20, J/105, Phil Gardner, 3 points. (5 boats)

DIV. VI (non-spinnaker) — 1) *Bacarat*, Peterson 34, Dave Reed, 3 points; 2) *Veronese*, Beneteau 45f5, Ruth Dawson, 6. (4 boats)

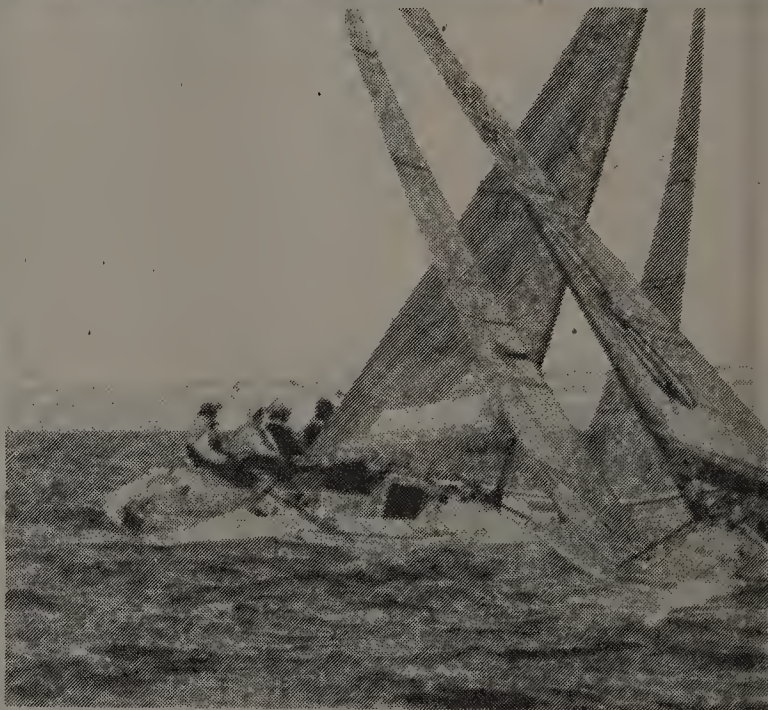


The J/44 'Acey Deucy' (foreground) played their cards right, coming in a close third for the weekend. Will the deck get reshuffled next month?





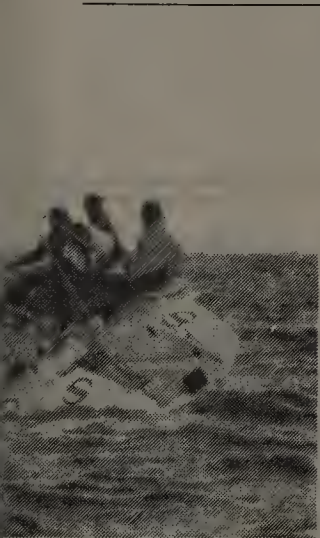








**SCENES FROM THE SFYC MIDWINTERS (clockwise from upper left):** 'Just In Time' gets our vote for 'coolest spinnaker on the Bay'; the happy crew of the Ranger 24 'Listing'; the flip side of the previous page's photo spread; 'Zinfindel' broke her spinnaker pole in this shrimping maneuver; 'White Jacket' leaps off the starting line; 'Cha-Ching' scoots upwind; 'Oz' takes aim at our photo boat; dueling 11:Metres. All photos 'latitude/rob.





# DOG HOLES

Leaving Yerba Buena with the morning tide, the *George Henry*, under the command of Captain Stephen Smith, was on a northerly course for Big River to pick up a load of redwood lumber for the hungry market to the south. New settlers were entering California at an ever increasing rate and the need to build new homes and shops put demand far ahead of the ability to supply the market.

It was late summer in 1843 when the three-masted, 500-ton bark beat north into the teeth of a 25-knot northwesterly and 12 to 15-foot seas. The 38 sailors

woods covering an area of some 400 miles long by roughly 30 miles inland, the market seemed inexhaustible.

It's difficult to realize that at this period in history, the coastline viewed from seaward was not considered the spectacle of beauty it is today. To the average sailor of the day, it was a grim and inhospitable stretch of coast where the only refuges

were tiny 'dog holes' — any indentation in the rock-strewn coast that offered the meagerest protection from the elements. Early-day masters sailed their ships

*To the average seaman, it was a grim and inhospitable stretch of coast...*

through veils of fog and into dark canyons in search of cargo from mills hidden in deep draws and coves. It took master seamanship to guide a two or three-master into such shallow ports which often offered little shelter from heavy seas and

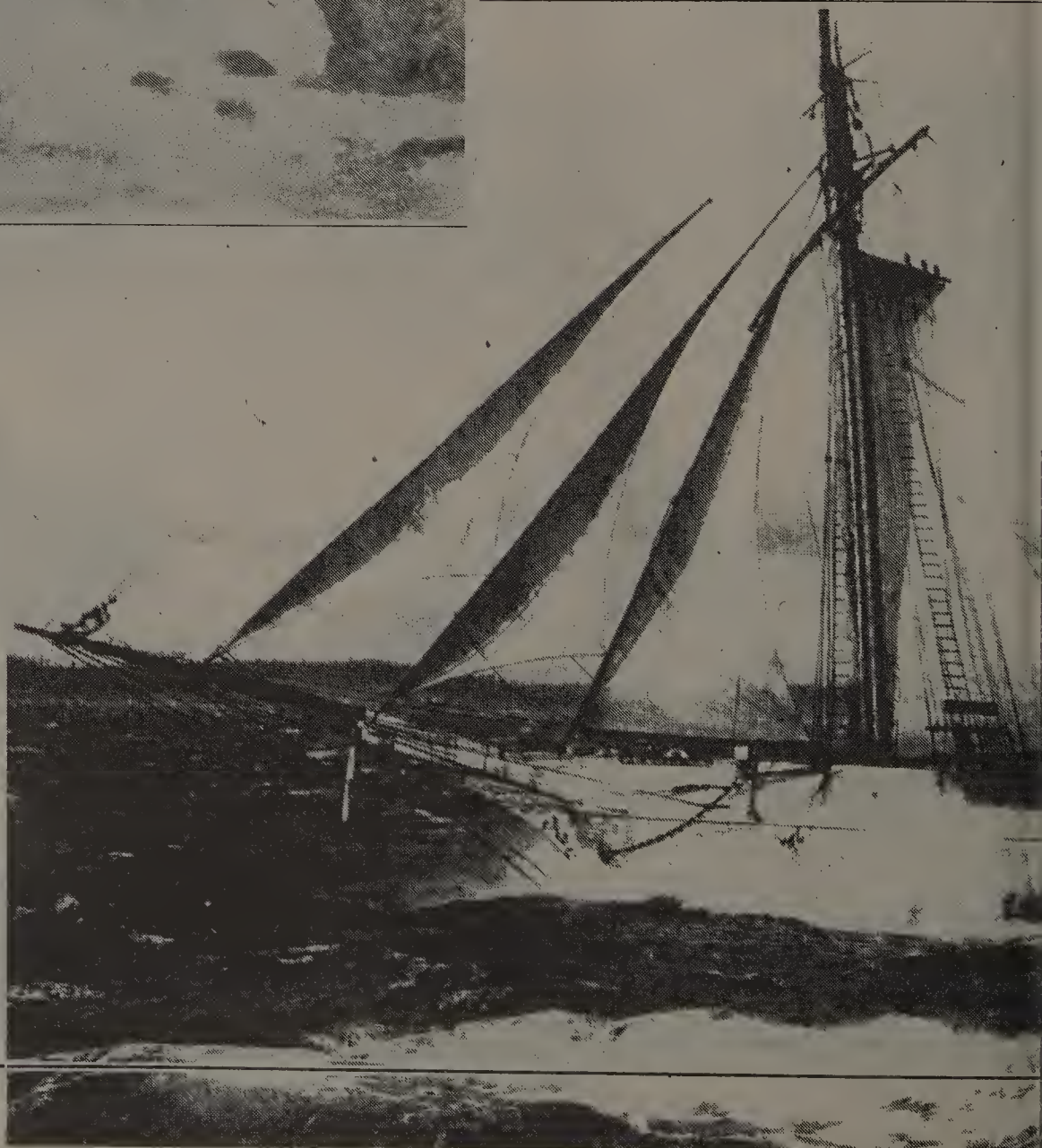


Above, only the most experienced captains could bring their ships into the dog holes to load cargo. Right, the well-named 'Fearless' puts out to sea in gale conditions with lumber piled 10 feet high on her deck.

aboard scurried aloft to reef sails as heavier seas and winds were expected. Yerba Buena — now San Francisco — was a major distribution center for the lumber industry, and with this trip the *George Henry* cargo would contribute another 70,000 to 80,000 board feet to the blossoming trade.

The ship's destination this day was a 'dog hole' near Big River — present day Mendocino. Of all the cargo carried aboard sailing ships in her day, the transport of lumber from the northern coasts was by far the largest industry, outstripping foodstuffs, household goods and industrial machinery which came from the east coast and around the Horn to California.

During these pre-Gold Rush days, redwood was selling for up to \$500 per thousand board feet retail, while it was obtainable from the mills to the north for about \$10 to \$20. In fact, the entire economy of the Pacific Coast at the time was built on the lumber trade — and all lumber was carried by ships. With the coastal





# AND WIRE CHUTES

strong winds. There were no wharves at this time. The ships had to come into these small areas, come about and lie-to as close to the breakers as safety would allow. A single error could be fatal.

Such was the dog hole at Big River — a shallow, rocky cove surrounded by steep 75-foot cliffs. Here the *George Henry* entered and moored close-in with an anchor and makeshift buoy. Sometimes spring lines were used to allow for a 25-foot rise or fall of the ocean swells.

When the ship was in position, men on the bluff high above lowered a greased wooden slide called an apron chute down the cliff. Then came the lumber in the form of railroad ties, shingles, fence posts, tanbark, pilings and so on. The wood slid down the chute to ship level, where the crew controlled it by means of the 'apron'. This was essentially a strong gate that stopped the hurtling cargo just above the



Above, all that remains of the wire chute at Mendocino.

deck where it would be unloaded. In two days of loading, a cargo of 75,000 to 100,000 board feet of redwood would be loaded before the ship weighed anchor.

Later methods employed a wire cable anchored on the cliff at one end and on a rock or underwater piling at the other. Ships could then position themselves under the lower end of the cable where slings of lumber would be lowered down to a point just above the deck where it met the apron. This latter method was particularly useful with steam schooners such as the *Wapama*, which could lay to farther into the dog hole because of their shallow drafts.

Before the turn of the century, more than 50 lumber 'ports' of this type operated on the California coast between San Francisco and Humboldt Bay. Most were the merest dents in shallow river mouths

*Before the turn of the century, more than 50 lumber 'ports' operated on the Northern California coast.*

on rocky lee shores. The apron chute, and later the wire chute, made shipping lumber possible at Mendocino, Newport, Gualala and Hardy Creek, to name just a few.

The mill at Big River was founded by



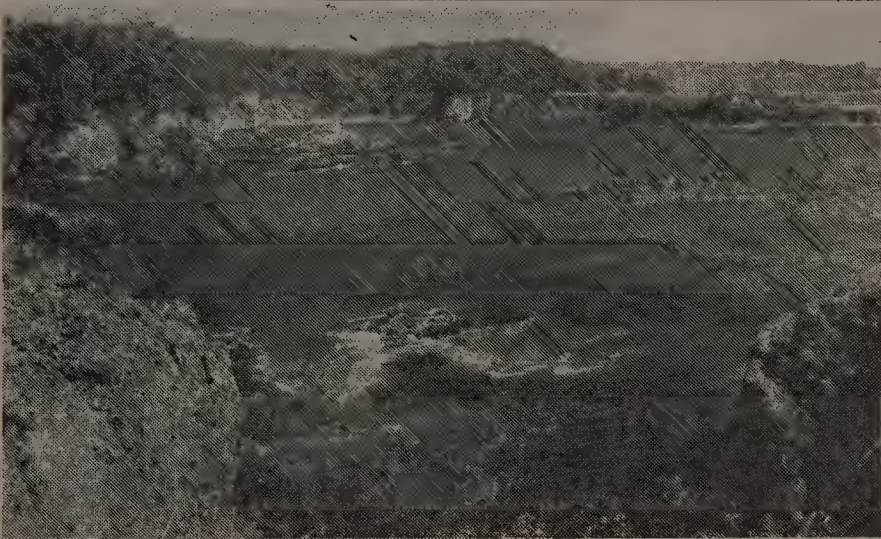
COURTESY SAN FRANCISCO MHP



# DOG HOLES

'honest' Harry Meigs in 1852. Meigs was a promoter and operator of San Francisco's famous Meigs Wharf. Because of

LATITUDE



Even today, dog holes like Little River are no place for casual anchoring.

some devious financial schemes, Meigs found it advisable to skip town for a while, leaving outraged bankers and money lenders fuming. However, the mill he built remained a profitable operation.

Captain Smith had more than a vested interest in the trade, too. An astute New Englander, he visited California in 1840, when the territory was still under the dominion of Mexico. He noted with surprise that, despite the great stands of redwood along the northern coast, lumber was being imported all the way from the Sandwich Islands — present-day Hawaii!

He saw an opportunity and took it, buying a complete sawmill back east and bringing it around to Bodega Bay aboard the *George Henry*. It was the first steam

*The mill towns  
began to fade  
when the forests  
were cut back  
too far  
to be profitable.*

sawmill on the Pacific Coast. Using the *George Henry* to then ship the milled lumber to San Francisco and Monterey, Captain Smith almost singlehandedly created an industry which has been a major contributor to California's economy ever



since.

Toward the end of the 1880s, lumber schooners and barkentines were being replaced by the steam schooners, a type of hybrid sail and steam-powered craft unique to the West Coast. The first of these vessels to be built originally as a steam schooner (others were converted sailing ships) was the 129-foot, 2,118-ton *Newsboy*, launched in 1888 at the San Francisco shipyard of Boolle and Beaton. *Newsboy's* owner, Robert Dollar, later founded the Dollar Line as well as owned a lumber mill in Northern California.

Over the next 40 years, scores of these handy little ships were built — most with provisions to carry passengers as well as cargo. And they figured prominently in the history of the West Coast. For example, in addition to carrying lumber, *Newsboy*

Above, familiar face: the lumber schooner 'C.A. Thayer' careens for a bottom job on a convenient beach. Right, a rare photo of a wire chute in action. Gravity guided the sling to the ship's deck. It was raised via a steam winch.

made some hazardous voyages from Seattle to Nome during the Alaskan gold rush — her decks heaped with prodigious amounts of freight and more people than good sense would allow, considering the waters she was sailing in. *Newsboy* met her end in 1906 when she sank in a collision with the steam schooner *Wasp*.

Another steam schooner, the 630-ton *Charles Nelson*, built in Alameda in 1898, was originally designed to carry only a few passengers. But after the government took her over as an Army transport during the Spanish-American War, she was often crammed to the gunwhales with hundreds of servicemen. The *A.M. Barter*, a 253-foot, 2,400-ton steam schooner, donned battle



# AND WIRE CHUTES

COURTESY SAN FRANCISCO MHP

traffic between San Francisco and the small dog ports.

With the dawn of a new century came a new concept in logging. Competition, new technology and large amounts of capital were being infused into the industry to build logging railroads, supply steam-powered donkey engines and install modern milling machinery. It was inevitable that a few big companies would supplant the numerous small independent lumbermen who had pioneered the redwood coast.

The decades of logging had also taken a toll. Like the mill ports to the north, the Mendocino timber towns began to fade away when the forests were cut back so far from the coast that it was no longer profitable to transport logs to the mill or take lumber down the coast by schooner.

Many of the 'dog hole and wire chute' mills were dismantled and sold. Once booming mill sites like Albion, Little River, Noyo and Needle Rock are either gone or changed to tourist parks or fishing ports.

**R**edwood lumber is still cut in the sawmills of Northern California, but

cause — ironically almost 100 years after they were discovered as an industry by Stephen Smith.

These days, the only schooners found at Mendocino are trinkets in tourist shops or the occasional yachts who brave the small cove. The mill closed down perma-



*The rowdy lumber town of Big River is now Mendocino, city of boutiques and B&Bs.*

nently during the depression years and the few surviving vessels that served it are all museum ships.

But if you take the short hike out onto the bluff surrounding the little bay at Mendocino, you can still see the weathered remains of the wire chute — all that's



gray and added deck guns to serve the nation in the latter years of World War I.

But nowhere were the steam schooners more efficient than handling the lumber

nowadays it's shipped by rail or truck along coastal highways. And preservation of these lumber giants, unlike trees anywhere in the world, has become a national

left of the industry that supplied the lumber to build the cities of the young California territory.

— jevne haugan



# BABE LAMERDIN

**B**abe Lamerdin, one of the great craftsmen of traditional boatbuilding passed away on October 25 of lung cancer. He was 75. He left behind a loving wife, Elizabeth Muir Robinson Lamerdin, countless nieces and nephews, numer-



Babe Lamerdin

ous admirers and friends, and a work of art named for his wife — a traditionally built schooner that is one of the finest examples of the boatbuilder's skill to be found anywhere.

A description of Babe from 36 years ago fit the man to the end. In the September, 1961, issue of *Sports Illustrated*, Gilbert Grogan, who sailed to Honolulu with Babe on *Santana* in the '61 TransPac, said, "Babe, the professional, his full beard the color of beer, strong, knobby fingers shaped like those of one of the great apes, ruins of cheeks caved in curiously like arroyos, eyes the color of faded jeans, big soapy teeth, a reliable, proficient and handsome man. . . ."

Another image of Babe can be seen at the local Chart House restaurant — in fact, on the walls of all the Chart House restaurants. It's a particularly salty photo of him at the wheel of *Santana*, while the boat is hove-to in a gale off Cape May, New Jersey. He's hunched down in oilskins and a sou'wester hat pulled low, the rain driving — the kind of photo that makes you feel cold and very much at sea. There are other reminders of Babe at the local Chart House in Sausalito. An artist in creating beauty in wood, he carved the gold-leafed nameboards, part of the decor designed to conjure up visions of voyages to romantic destinations: *Wanderer*, *Galilee*, *Romance of the Sea*. . .

**E**mil 'Babe' Lamerdin was born in San Francisco in 1922. He grew up in the Marina District and attended Galileo High School. His proximity to the St. Francis YC gave him the opportunity to sail "every chance he got," says Liz, his companion and wife of 30 years. "He always had a small boat, and he and his buddies would often sneak away and go sailing when they were supposed to be doing something else. Or he'd hang around at the St. Francis hoping to be asked to crew on one of the big yachts." Friends recall that he sailed a lot on *Stardust* and on Bird Boats, particularly *Hummingbird*. This fertile training ground led to a life of professional boat maintenance, delivering yachts and racing. For a brief period he owned the 48-ft 'Eastward' schooner

*Altura*, and lived aboard in Sausalito. Years later he would model *Elizabeth Muir* on her design.

When World War II began, he attended the United States Merchant Marine Academy at King's Point, and upon graduation served as a ship's officer. After the war, he went to Newport Beach which then, as now, was a major center for beautiful wooden sailing vessels, classics today. Babe signed on as crew for Errol Flynn on *Zaca*, the 118-ft schooner built in Sausalito in 1930 by the Nunes Brothers.

Babe, who so loved wood and wooden boats, was determined to rid *Zaca* of layers of gray paint applied over her varnish after she was commandeered by the Navy for coastal patrol in 1941. He and the crew then rerigged, repowered and refurbished





the yacht, followed by some 'shakedown trips' to Mexico with Flynn. "We'd work seven days a week then," recalled Babe years later, "just because it was so much fun."

Babe was always warm, gentle, modest and quiet. But he'd occasionally let slip a tale or two from those days. Like the Easter weekend when *Zaca* was swarmed by girls calling out for Flynn, "rowing around in dinghies and trying to climb the anchor chain."

**B**abe delivered yachts back to Newport Beach from wherever they had raced or sailed, be it Hawaii, Mexico, Bermuda 'Elizabeth Muir' at the '95 Master Mariners Regatta. Babe is easily distinguishable by the omnipresent floppy hat.

or Europe. "While he worked on other types of boats, wooden sailboats were his love and his area of expertise," said Liz.

*Ocean Queen* and *Andele*, among others. You were considered fortunate if you could even get Babe to maintain your yacht. You were 'in' if you got invited to stop in after work at the tool, supply and paint locker the boys kept across the harbor.

*"We worked seven days a week then, just because it was so much fun."*

By the 1950s, Babe was back in the Bay Area, tending boats at the St. Francis YC. Many TransPacs were behind him by then, and he crewed in the Big Boat Series in the days when participants included such legendary yachts as *Baruna*, *Windward Passage*, *Orient* and *Zapata*. He was full-time boatkeeper for *Santana* and *Siete*, and worked on *Athene*, *Martha*,

Liz and Babe's home in Bolinas is filled with his creations — graceful carved dolphins leaping from wave crests or across stained glass windows, whale carvings, half-hull models and intricate, gold-leafed nameboards. There are even paintings of yachts "done in boat paint," noted Liz. "He had a way of mixing Brolite just so. . . ."

Woodworking tools and scroll patterns for bow carvings are stacked on a workbench. Wall-to-wall shelves are lined with books on the sea and things nautical. And on the back porch is a restored lapstrake dinghy, its turn-of-the-century wood gleaming with new varnish. There's a tale told of his perfectionism. He was refinishing a salon dining table for one of his charges over at the St. Francis, and dust and lint kept getting into the varnish. After two or three separate attempts, the surface was still fuzzy — at least to Babe's eye. He decided that the lint was coming from his clothes, so before applying the next coat, he took them all off. Bingo, a perfect, lintless job — except that right in the middle of it, the owner stopped for a visit. One can only imagine what he thought upon finding his boatkeeper in the buff.

He was modest to a fault. He never felt he had any special talents. He'd often give the carved dolphins as gifts, never sell them, thinking they were nothing special. "He was always surprised when anyone complimented him on anything," said Liz. "He'd just shrug and say, 'Anyone can do it.'"

Well, not anyone. Especially when it came to smooth and seamless joinery work. Babe could delicately join the corners of a cockpit coaming until it was smooth and seamless. Or construct a hatch cover, its corners meeting in contrasting shades of wood. *Elizabeth Muir*, his last boat, is a veritable jewelry box of such woodworking talent.

**T**he Lamerdin home is in Bolinas because that's where Babe and many, many





# BABE LAMERDIN, 1922-1997

friends spent 11 years quietly building *Elizabeth Muir*. As mentioned, she is an Eldredge-McInnis design, an 'Eastward Schooner' based on his old *Altura*. Babe started on the boat in 1980. A chronicle of the project from laying the keel to launch was published in the September/October 1992 issue of *Wooden Boat* magazine. It begins, "Hidden at the end of a rutted gravel driveway, beneath spreading oaks and beside a tidal lagoon, the schooner *Elizabeth Muir* slowly came to life at Bolinas Marine, the home of an eclectic

jumble of maritime treasures, weathered artifacts, hauled boats and an old marine railway. Sometime during the 11 years it

took to build the schooner, someone added the sign, 'Dinosaur Boatworks'...."

The patient dinosaurs created a masterpiece with the help of so many friends. This is a waterfront community full of people who have always helped each other. When it was time to steam the frames or

pour the lead for the keel, helpers and craftsmen were there.

"Once you start something like this,"

Babe once said, "people hear about it and start coming around."

**E**lizabeth Muir was launched in Sausalito in October, 1991. And she continued to attract attention. People were — are — drawn to her on many levels: her traditional beauty, as a tribute to the boatbuilder's art, even for her sailing ability. In her first Master Mariners Regatta in 1992, she took first overall and fastest elapsed time around the course — with a crew whose median age was 70! She raced in every Master Mariners Regatta (held Memorial Day weekend) since, and could be found out on the Bay most weekends sailing and picknicking.

From her decks, in early November, Babe's ashes were scattered at sea amid a flotilla of yachts carrying friends, loved ones and the many whose lives were touched by the gentle man from Bolinas.

— annie sutter



Liz and Babe at the launch of 'Elizabeth Muir' in 1991.

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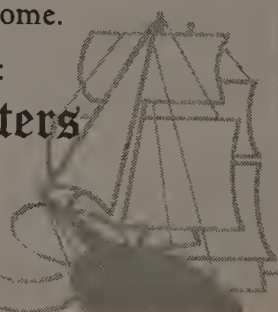
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## Our Christmas Catalogue

So here we go again, trying to capture the market with our Christmas Catalogue offering. Our marketing consultant says we should keep on trying; one of these years we're bound to hit on a big seller. "After all," she said, "who ever thought the Cabbage Patch Doll would be such a big hit?" So we'll keep on trying.

This year we've put a few things together in a practical canvas tote bag, because some people have said that our past offerings were interesting but not all that practical, and maybe that's why they weren't big sellers.

Two Navy Premium Wool Hats – Now we at Stone Boat Yard have been around long enough to remember when this baseball style was first invented. We've put the logo on the front, just over the bill because we still agree with the inventor: the bill keeps the sun off your face and you don't have to squint to keep your eyes on the ball or the trim of the sail or what-

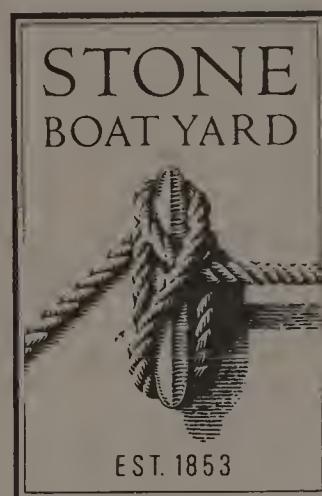
ever.

Two Historic Stone Boat Yard Coffee Mugs – We're reasonably sure Lester Stone drank his coffee from something that looked like this. Of course, he may have added whisky or rum on a cold day, but that's up to you.

Two Wine Glass Holders – This new item made of plastic (just part of our continuing effort to drag Stone Boat Yard into the 20th century before it's over). This is the last thing you tuck into your pocket when you're on your way out of the door to another stand-up party over the holidays. It clips onto your plate and gives you a place to hang your wine glass, thus solving the dilemma of how to eat *and* drink while standing. It's also been known to work well as a conversation opener.

The Tote Bag – After it's unpacked, it can be used to carry any number of things. We like to pack it with some fine cheese and wine and a loaf of sourdough, and head

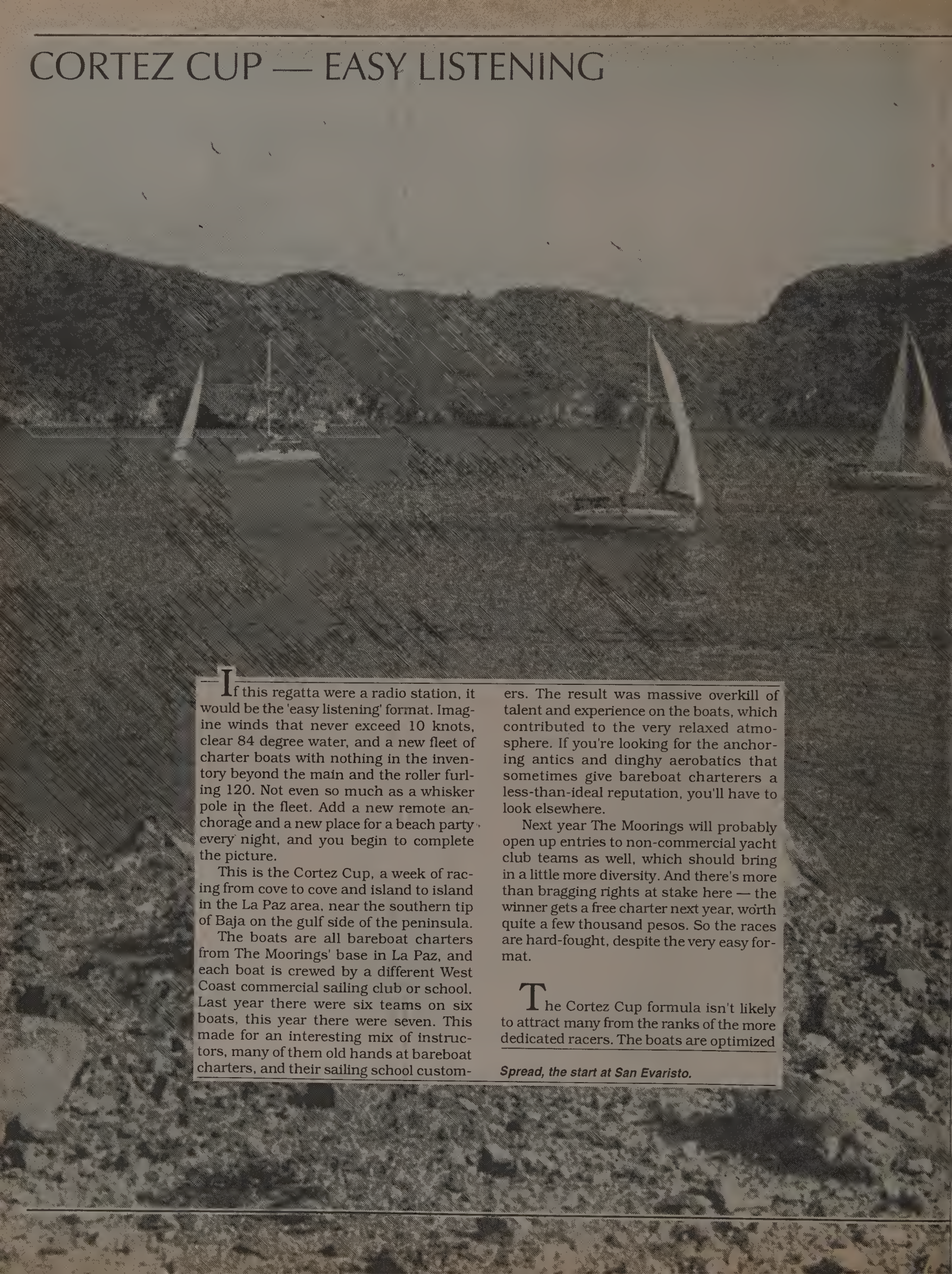
off to the boat for a sail on the Bay. But it's up to you what you put in it. If you want the bag and contents, minus the wine and cheese of course, it's \$82.80 at Stone Boat Yard. You can call in your order, but we'll probably ask you to drop by our Catalogue Department to pick it up. If you don't want it, that's OK too. The point is that the holiday spirit is upon us and we want to wish you a happy one!



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# CORTEZ CUP — EASY LISTENING



If this regatta were a radio station, it would be the 'easy listening' format. Imagine winds that never exceed 10 knots, clear 84 degree water, and a new fleet of charter boats with nothing in the inventory beyond the main and the roller furling 120. Not even so much as a whisker pole in the fleet. Add a new remote anchorage and a new place for a beach party every night, and you begin to complete the picture.

This is the Cortez Cup, a week of racing from cove to cove and island to island in the La Paz area, near the southern tip of Baja on the gulf side of the peninsula.

The boats are all bareboat charters from The Moorings' base in La Paz, and each boat is crewed by a different West Coast commercial sailing club or school. Last year there were six teams on six boats, this year there were seven. This made for an interesting mix of instructors, many of them old hands at bareboat charters, and their sailing school custom-

ers. The result was massive overkill of talent and experience on the boats, which contributed to the very relaxed atmosphere. If you're looking for the anchoring antics and dinghy aerobatics that sometimes give bareboat charterers a less-than-ideal reputation, you'll have to look elsewhere.

Next year The Moorings will probably open up entries to non-commercial yacht club teams as well, which should bring in a little more diversity. And there's more than bragging rights at stake here — the winner gets a free charter next year, worth quite a few thousand pesos. So the races are hard-fought, despite the very easy format.

The Cortez Cup formula isn't likely to attract many from the ranks of the more dedicated racers. The boats are optimized

*Spread, the start at San Evaristo.*



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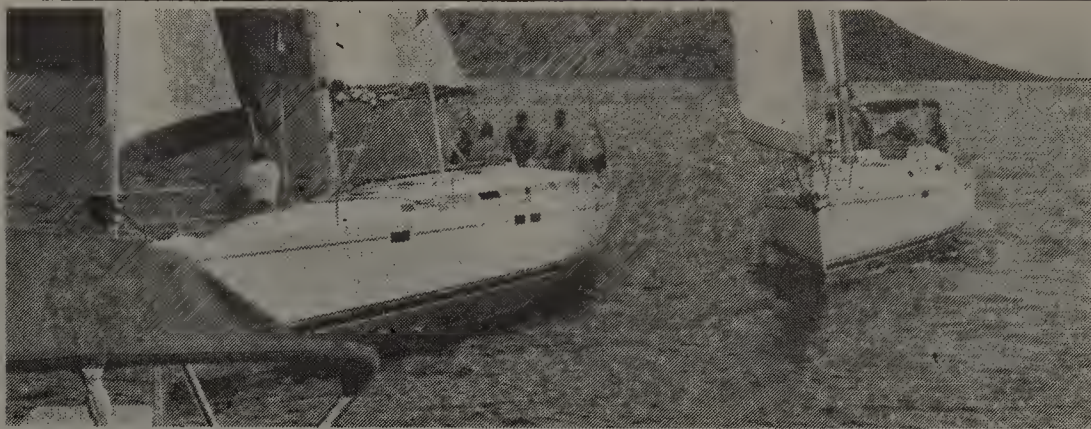
# AND THE FORGOTTEN SEASON





# CORTEZ CUP — EASY LISTENING

for bareboat chartering in trade-wind conditions, and trying to coax these conservatively-rigged cruising machines



downwind in light air with no light nylon to fly is not what good racers are trained to do. And yet, the very different skill set required to get that beast downwind ahead of the next boat is perhaps just as relevant to the real world of sailing as the ability to fly a spinnaker at the edge of control. Jibe angles in the light stuff, for example, were as high as 120 degrees. Better not miss a shift!

The fleet consists entirely of custom designs built by Beneteau to The Moorings' specs. Smallest is the 40-ft 405, largest is the 51-ft 510. It's not a one-design fleet, but because the boats are all from the same design family, with very similar underbody features and sailing charac-

*The most frequent 'complaint' from customers after a bare-boat charter is "too much food."*

teristics, the Caribbean Yachting Association time-on-time handicaps are thought to be much more accurate than what you'd find in the usual mixed bag of PHRF racers. In the light air and slow going, the CYA time-on-time system did seem to have its advantages over the more usual time-on-distance method.

Just like last year, the party begins when the airport shuttle driver opens a cooler full of beer — before the van is even out of the airport. Then there's a nice

*Squeezing out a barge at the Caleta Partida starting line.*

spread waiting at the hotel. Next morning there's time for provisioning and familiarization with the boats. No race the first day, but a beach party (with shore support) at Bahia Balandra, after which the fleet moves to Lobos Cove to anchor for the night.

The next morning is where the simi-

larity to last year ended. While the December '96 event had a ton of wind, none of it appeared in October '97. The first race, a slow 12-mile run in a light southerly up to Caleta Partida, resulted in no finishers before the time limit ran out. Another beach party followed.

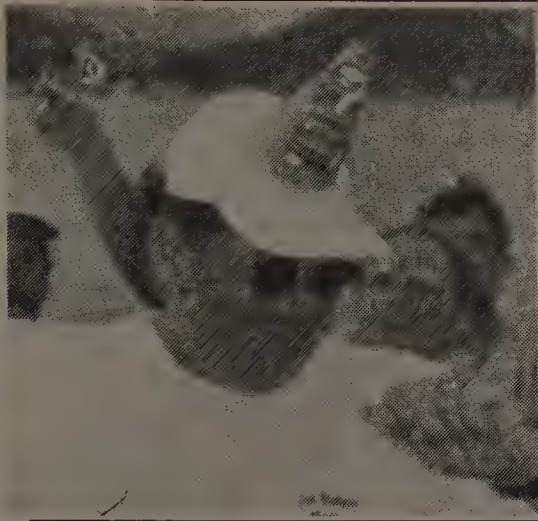
Day three saw the first race to be completed — but not by much. This was a 16-miler up to Isla San Francisco, also sailed in light southerlies. Six of the seven teams crossed the finish line in the last 45 minutes before the 5 p.m. time limit, just in time for the race to count. Spinnaker Sailing of Redwood City, led by Bob Diamond, finished a convincing first both boat-for-boat and corrected, sailing the slowest-rated 405. Last year's series winner, Harbor Sailing out of San Diego, Tom Hirsch in charge, was the only DNF. This effectively put them out of the running for the no throw-out series.

*Viva Villa! Dress code for skippers' meetings.*





# AND THE FORGOTTEN SEASON



*A winning skipper gets his due.*

Day four was the scheduled lay-day, so naturally there was a good breeze. A grudge match between three of the four identical 463s was held, starting inside the cove at Isla San Francisco and finishing inside the anchorage at San Evaristo, 9 miles to the northwest on the Baja 'mainland.' Marina Sailing of Long Beach, skippered by Andy Spisak, came out on top.

Yet another beach party followed, this time featuring a chili cook-off that was

won convincingly by the Alameda Club Nautique team headed by David Forbes.

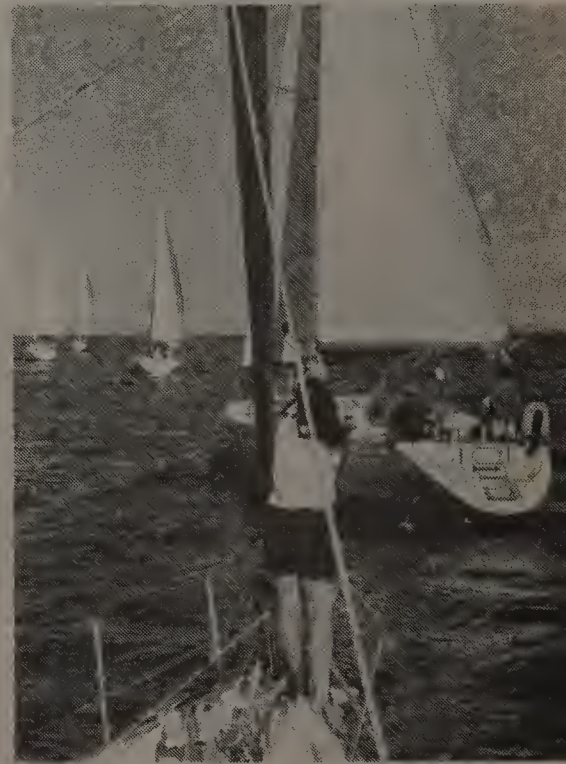
Day five called for an ambitious 25-mile race back down to Ensenada Grande, and despite the mid-course gate it was another day with no finishers. The moral victory went to Phill Shull's team from Olympic Circle Sailing Club in Berkeley, who saw the writing on the wall early and dropped out to go snorkeling, watch dolphins, and catch fish. We wrapped it up with a 'navigators cocktail party' (no skippers allowed) on the RC boat.

Day six began with another in-the-cove starting line and a promising southwesterly, but it soon fizzled and the fleet was lucky to complete the dramatically shortened course by 1 p.m. But it was a tight race to the end. Dave Maeser and the Wind Works team from Seattle took a flyer in close to the beach looking for local thermal breezes, and found so little wind they were able to swim and snorkel during the race. It looked like they had sailed straight into the tank, but they had the best angle when the wind finally filled, and crossed the finish line a close first on elapsed time. The Spinnaker Sailing team, crossing third boat-for-boat, again corrected into first for two bullets in two races and a win for the series.

**T**he Moorings shuttled everyone into town for the awards banquet that night, and the trophies were as classy as everything else about The Moorings' La Paz operation.

In fact, their attention to detail and to the fleet was evident throughout the week. In addition to the 51-ft Beneteau that served as RC boat, fully staffed with skipper, full-time cook, and a representative from The Moorings main office in Florida, there was a second RC boat to tow all the dinghies on race days and help with beach party setup. Also a fast powerboat (aptly named *Moorrita*) to run out 'emergency' requests like toothpaste and AA batteries.

It's clear that The Moorings wants to promote the pre-season, and they're trying hard to put the Cortez Cup on the map. At the rate they're going it shouldn't be too hard. Conventional wisdom is that the Mexico cruising season doesn't open until November 1 — that being the recommended date for a San Diego departure. Mexico isn't considered safe from fall hurricanes until later in November. Note that in mid-November of this year, Acapulco was bracing for another bad storm.



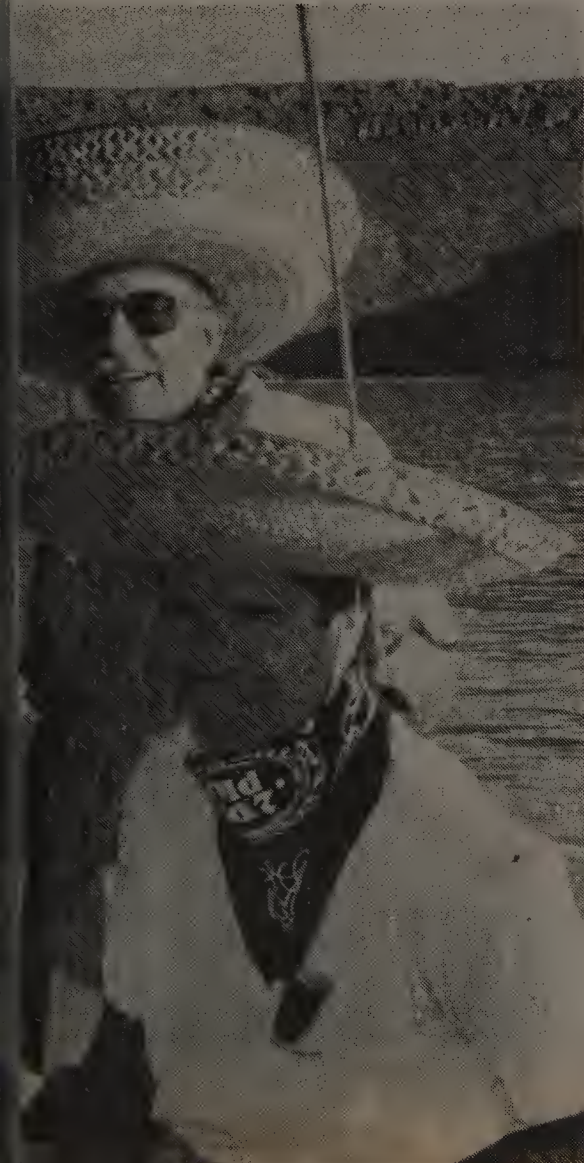
*View from the committee boat. All yachts were like-new Beneteaus.*

But Acapulco is a long way south. If you look at the weather in the Sea of Cortez, October offers some of the nicest cruising conditions imaginable. The air has cooled from the scorching summer heat, but the water is still warm, clear — and teeming with sea life. The strong northerlies of winter are less likely, and those 5-knot southerly 'Baja trades' blow almost every day. If you're burned out from a summer of cold fog blasting

*The party begins  
when the  
shuttle driver  
opens a cooler  
full of beer — before  
the van is even  
out of the airport.*

through the Golden Gate at 30 knots, October in the Sea of Cortez can't be beat.

What if a late-season hurricane does happen to find its way to La Paz? It's rare, but it can happen. The answer? Charter! If conditions go sour, the charter company



ALL PHOTOS PAUL KAMEN



# CORTEZ CUP



takes over the heavy lifting. And besides, "it's a rental!"

This is not to imply that you can be reckless with a charter boat or take chances you wouldn't normally accept on your own boat. But the fact is that charter operations are delighted to take this pre-season business, and there seems to be sufficient warning of really bad weather to allow a safe return for both the boat and crew if a hurricane takes a wrong turn.

That's why this year's Cortez Cup was moved from December to October. And it was a popular move, despite the problems finishing light air races. That combination of 84 degree water and evening air cool enough to sleep in is hard to match.

**T**he Moorings does an absolutely first-rate job with both the event and the boat preparation. In fact, they claim that the most frequent 'complaint' from customers after a bare-boat charter is "too much food" in the provisioning package. And this philosophy carries over into ev-

*Nicole, from The Moorings main office, enjoys a good cigar.*

erything they did: Too many beach parties, too many miles of racing, and too much money spent on the trophies!

*Day four was  
the scheduled lay-day,  
so naturally  
there was  
a good breeze.*

But by all accounts, they've figured out how to make the drifter conditions work for the event instead of against it, and next

year we should see:

- Variable itinerary and courses, called on the morning of each race. There's no need to drift and motor all the way up to San Everisto if the wind is light — there are plenty of great beaches, coves, snorkeling, and marine life closer to base.

- Earlier time limits and mid-course gates, to allow shortened courses and an early end to the racing even on days with only 5 knots of wind. Calm days will have more time for non-race activities, long races will only be sailed on windy days.

- No pre-scheduled lay day. Murphy is alive and well in the Sea of Cortez. If it's scheduled in advance, the lay-day will always be the day with the best sailing breeze.

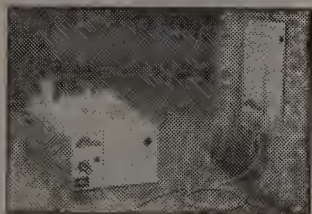
**T**he real value of this event seems to be the great mix of the best elements of bareboat charter cruising and point-to-point racing, without too much emphasis on the hardware and sail-handling aspects of racing (to put it mildly). It's perfect for a mixed group of racers and non-racers. But it was surprising to see how high the protesterone level could rise in this fleet. For an 'easy listening' format, the finish positions were very hard-won. Judging by the enthusiasm from the racers, it's likely that all 15 boats will be on the line next year.

— paul kamen

CORTEZ CUP RESULTS: 1) Spinnaker Sailing, Redwood City, 1 (Race 1), 1 (Race 2); 2) Wind Works Sailing Center "A", Seattle, 4,2; 3) Club Nautique, Alameda, 3,3; 4) Marina Sailing, Long Beach, 2,7; 5) Olympic Circle Sailing Club, Berkeley, 5,5; 6) Wind Works Sailing Center "B", Seattle, 6,4; 7) Harbor Sailboats, San Diego, DNF,6.

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## SEASON CHAMPIONS, PART II —



*"We came, we saw, we kicked ass!"*

— bill murray, *ghostbusters*

Welcome to the second installment of our annual winners trilogy, wherein we offer thumbnail sketches of 27 skippers who kicked their peer group's butts in the

most meaningful racing format of all — one design. Eighteen of these classes are members of the One Design Classes Association (ODCA), while two (Cal 20, Wabbit) are in SBRA, and the remaining seven (Cal 2-27, 11:Metre, Etchells, J/24, J/35, Melges 24, Moore 24) are 'renegade'

organizations strong enough to have their own agendas outside ODCA.

"After some grim years, ODCA is actually doing better," claims president Jack Easterday. "We pink-slipped two classes after last year, but picked up the 22-boat Express 27 contingent again. Basically,



# ONE DESIGN



we bottomed out last year, and now we're staging a comeback — we had 171 sign-ups and 128 qualifiers (boats doing at least half the races) this summer, up from 157 and 123 last year. I think the quality of racing has gone up, too."

The J/29s and Ranger 23s only qualified four boats each this summer, and may be on the way out unless they cut a quick deal with ODCA. Four other classes (Ariels, Catalina 30s, Challengers, Newport 30s) are on the fence, having qualified the bare minimum five boats. But everyone else in ODCA is doing fine. The

***Etchells rivals Craig Healy (946) and Bill Barton (foreground) jockey for the pin end.***

healthiest classes, numberwise at least, are the Express 27s, Santana 22s, Olson 30s and level 198-raters. The latter group is one of the real bright spots in ODCA — and ironically, it's not even one design racing. "HDA-M wants the 198'ers, but they can't have 'em!" said Easterday.

The other nine classes are alive and well, and in most cases doing better than the average ODCA class. For the record, the 27 winners on the following pages sailed for 14 different yacht clubs, with

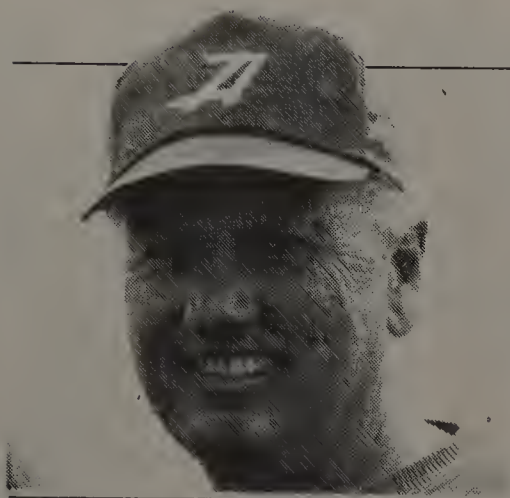
Richmond YC and St. Francis YC the most represented with six champs each. Winning seems to be habit forming with a lot of these folks, as 14 skippers are repeat winners from last year.

To learn more about ODCA, call Easter-day at (510) 521-9223 (days). For info on any of the one design fleets, YRA at (415) 771-9500 can point you in the right direction. Meanwhile, turn the page to meet the '97 one design winners, an eclectic bunch of ass-kickers if there ever was one. Our congratulations to all!

— latitude/rkm



# SEASON CHAMPIONS, PART II —



## Ariel — Pathfinder

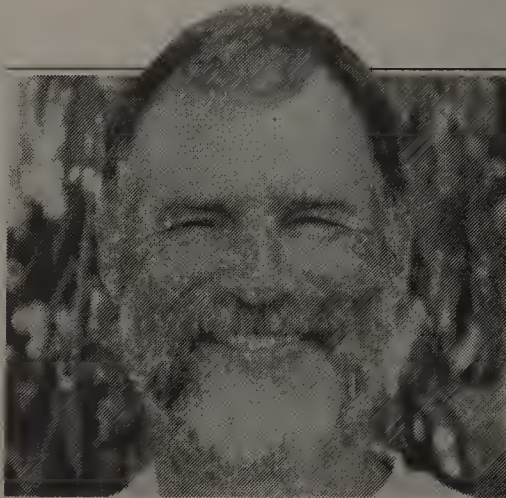
**Ed & Lisa Ekers, Santa Cruz YC**

CREW: Joe Antos, brother Hugh Ekers and guest helmsman Ernie Rideout.

COMMENTS: Ed, a retired fire chief from Santa Cruz, and Lisa, a civil engineer, won for the second year in a row. The fleet fielded three new boats this year.

QUOTE: "The competition gets tighter each season, and you now have to sail a perfect race to win. Crew work makes the difference... and our crew is exceptional!"

2) Jubilee, Don Morrison, RYC; 3) Parranda, Hugh Davis, CalSC. (9 entered; 5 qualified)



## Cal 20 — (Orange Crate)

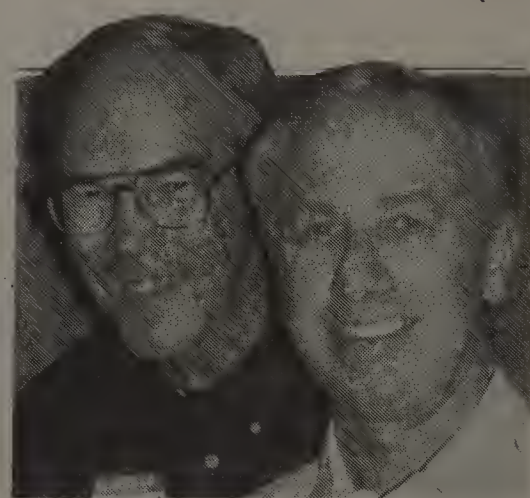
**Mike Schaumburg, Richmond YC**

CREW: Joe Schaumburg (son/alternate helmsman), Doug Hodges, Tom Montoya, Bruce Bradfute, Adrian Burns.

COMMENTS: Mike, a construction company owner, was also the top NorCal sailor in the Nationals and helped win the team racing series against Kaneohe YC.

QUOTE: "Cal 20s are cheap thrills! There must be 500 of them around the Bay — find one and come join us!"

2) Sea Saw, David Green/Steve Wonnor, RYC; 3) Ice, Bren Meyer, RYC. (12 entered; 8 qualified)



## Cal 2-27 — Alliance

**Foster (left) & Conley, Richmond YC**

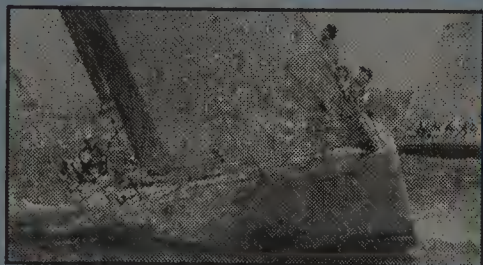
CREW: Co-owners Whit Conley and Mark Foster, son Eric Foster, Eric Warner, Jon Daseking, John Martin, John and Abby Tagliamonte.

COMMENTS: The Cal 2-27s sailed a low-key 10-race, non-spinnaker series out of Tiburon YC. Whit, an exec, and Mark, an entrepreneur, won for the fifth time.

QUOTE: "Our class is contemplating joining the level 198-raters next summer!"

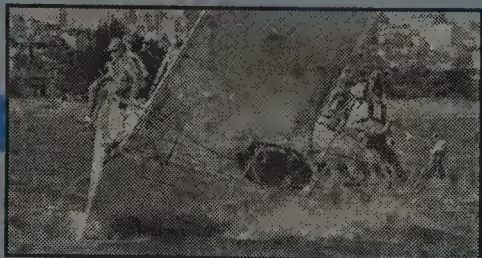
2) Temptation, Rollye Wiskerson, RYC; 3) Splash, Don Walder, TYC. (9 entered; 8 qualified)

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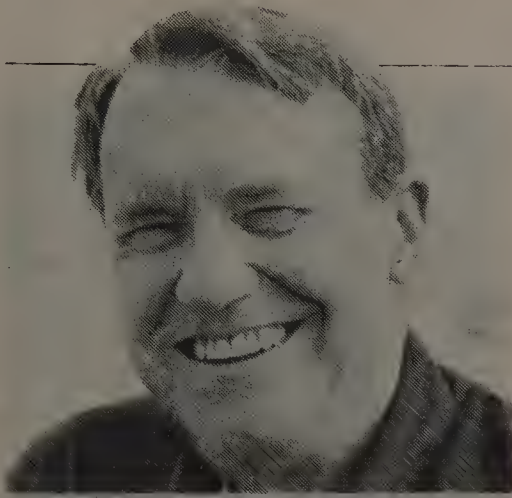
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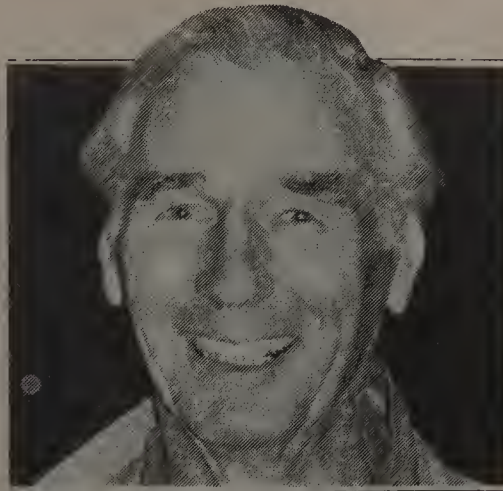
**Cal 29 — Serendipity**  
**Tom Bruce, Richmond YC**

CREW: Rich Bruce (son), Mark Stanley, William Nadel, Craig Pendergraft, Eric Stephanie.

COMMENTS: Bruce, an East Bay physician who has owned *Serendipity* since 1975, won for the first time. The Cal 29 fleet is making a nice comeback lately.

QUOTE: "Our success is due to having an enthusiastic, capable crew who have been together for several years."

2) Boog-A-Loo, Nancy Rogers, SFYC; 2) Blue-jacket, Bill O'Connor, SBYC. (7 entered; 7 qualified)



**Catalina 30 — Trey Shay**  
**John Jacobs, Island YC**

CREW: Deb Agarwal, Peter Avildson, Dale Carlson, Chip Fussell, Bob Gibbs, Michelle Montgomery.

COMMENTS: This is the fourth consecutive championship for Jacobs, a retired executive who previously won big in Challengers and Catalina 27s.

QUOTE: "Every time we think we've got the title in the bag, one of our competitors turns up the heat. That's great!"

2) Eurydice, Ken O'Donnell, BYC; 3) Lochan Ora, Paul Harwood, CalSC. (8 entered; 5 qualified)



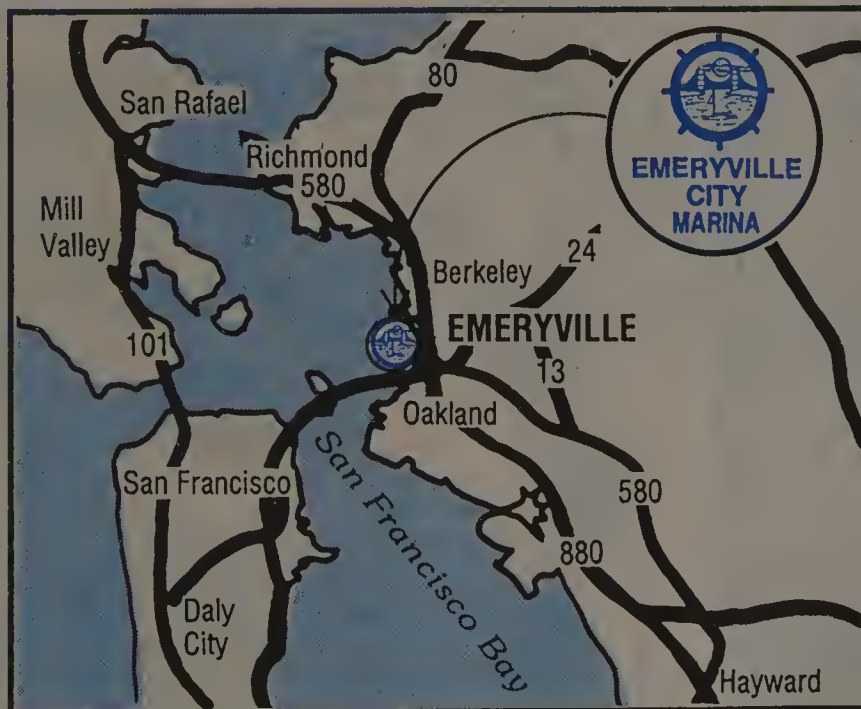
**Challenger — Murphy's Law**  
**Bill Murphy, Cal SC**

CREW: Jeremy Bell, Janet Crane, Ian McLauchan, Liz Ridley, Dave Hurdle, and 'Murray' and 'Guy', who flew up from New Zealand when the regulars couldn't sail.

COMMENTS: Bill, a software manager, has been racing for more years than he cares to remember. This is his first title.

QUOTE: "Make good sandwiches and laugh a lot. Racing old slow boats can actually be a lot of fun!"

2) Gunga Din, Jan Grygier, CalSC; 2) Run-aground Sue, J. Van Blarigan, CalSC. (5 ent.; 5 qual.)



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# SEASON CHAMPIONS, PART II —



**11:Metre — Blue Dog**  
Wells (left) & Sporn, StFYC

CREW: Owner Ed Sporn, driver Tim Wells, Mike Vare, Jason McCormick, Gabrielle Hearn, Bruce Remall.

COMMENTS: This duo, who work together as money managers, won this tough class for the second time.

QUOTE: "We've dedicated this season to the memory of Mrs. Gina Hearn. . . Look for us as *Team Black Star USA* at the Worlds on the Bay next summer!"

2) Ronstan, Mike Ratiani, StFYC; 3) Adrenaline Rush, Dinkel/Stoneberg, StFYC. (9 entered.; 7 qual.)



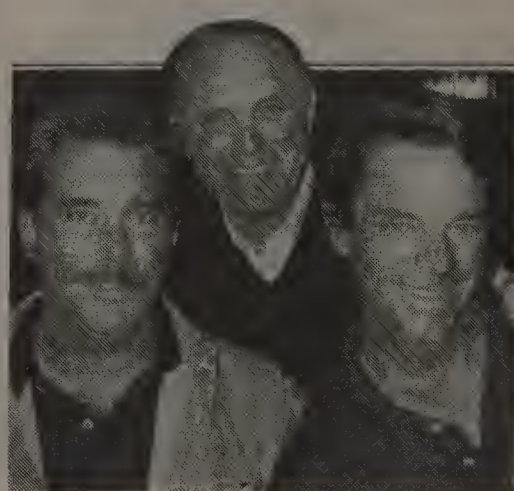
**Etchells — I Love My Wife**  
Craig Healy (center), SFYC

CREW: Wife Pam (shore support), Dave Gruver (left) and Nick Gibbens (right).

COMMENTS: Healy, a dentist, has won once before. He's also involved in Madro's latest Olympic Soling campaign. The Etchells fleet is rebuilding in anticipation of the NAs on the Bay next October.

QUOTE: "This is still one of the best local fleets — close competition, good camaraderie and an enduring design."

2) Mr. Natural, Bill Barton, SFYC; 3) Ice<sup>3</sup>, John Jansheski/Jeff Madrigali, SFYC. (17 active boats)



**Express 27 — Sonita**  
Page (l), Kneier (c), Melbostad, SFYC

CREW: Alan Kneier (owner), Craig and Chris Page, Bill Melbostad (driver), Steve Fentress, Brian Moore and others.

COMMENTS: *Sonita*, which was second last year, won for the first time. Good pals Craig and Bill work together at SF Boatworks; Alan is a retired airline pilot.

QUOTE: "We came back this year with even greater boat handling, just a little more boat speed, and a bit of luck."

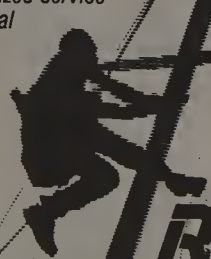
2) Baffett, Baskett/Baffico, SFYC; 3) New Moon, C. Schumacher/J. Franklin, EYC. (22 ent.; 11 qual.)

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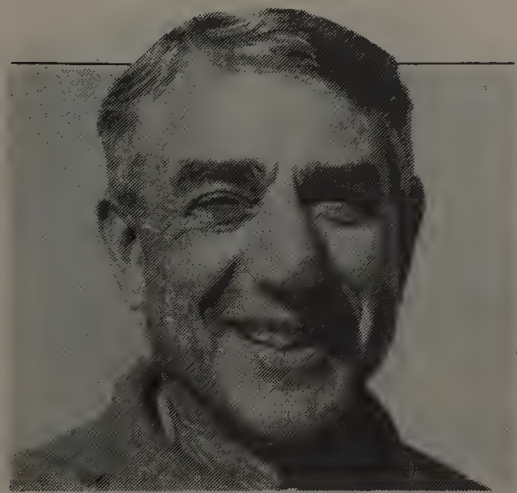
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**Express 37 — Re-Quest**  
**Glenn Isaacson, SFYC**

CREW: Gaby Isaacson (shore support), Liz Baylis (tactician), Tod Hedin, Bob Daniels, Joe Runyan, Carl Friberg, Joss Wilson, Mike Hammarstedt, Lance Vaughn.

COMMENTS: Isaacson, a real estate developer, has won four season titles.

QUOTE: "This is our 13th season — the crew that stays together, wins together! We've compensated for old age by adding 3-speed winches this year."

2) Bliss, Mike Grisham, RYC; 2) Sleeper, Joseph Andresen, StFYC. (8 entered; 7 qualified)



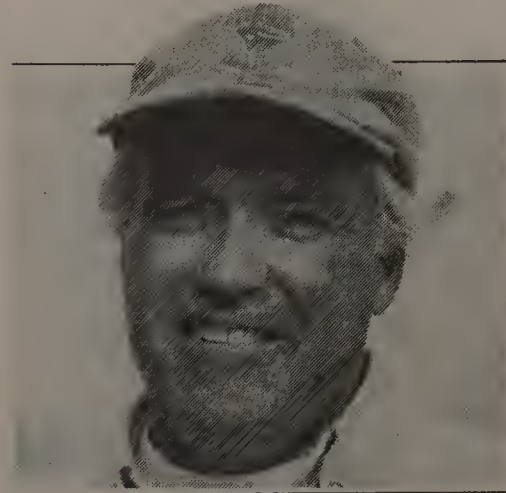
**Hawkfarm — Predator**  
**Seifers (above) & Williams, RYC**

CREW: Co-owners Vaughn Seifers (driver) and Jim Wheeler, Joyce Clark, Les Durfee, Jason Sjoborg, Sean Young, Rick Bauml, Tony and Jennifer Fisher, Bob Clary and a "cast of thousands."

COMMENTS: This duo has been 'Farming' for three years now. They've won the nationals three times and ODCA once.

QUOTE: "Thanks to the fleet's help and encouragement, we're holding our own."

2) Notorious, James Hirano, SSS; 3) El Gavilan, Jocelyn Nash, RYC. (7 entered; 7 qualified)



**Islander 36 — Absolute**  
**Steve Schneider, Corinthian YC**

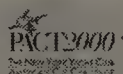
CREW: Darrell Snell, Rusty Canada, Jim Bitter, David Israel, Frank Hyde, Jeni Kardinal, John Dodge, Mike Sousa, Jim Snow and others.

COMMENTS: Steve, CEO of a manufacturing company, hasn't raced in ODCA since winning the title in 1984.

QUOTE: "Dust off your I-36 and come join us! . . . Our secret was good crew work — 30 knot chute jibes? No problem!"

2) Windwalker, Shoenhair/Gilliom, LGYC; 3) Altair, Michael Bowes, OPYC. (7 entered; 7 qualified)

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# SEASON CHAMPIONS, PART II —



## J/24 — Grinder

**Jeff Littfin, St. Francis YC**

CREW: Peter Phillips, Dave Lyons, Chris Ackerman, John Collins.

COMMENTS: Littfin, a "strategy architect" for a software firm, finally won after being runner-up for the past four years. Their 43-race season doubled as a qualifier for next summer's Worlds on the Bay.

QUOTE: "Winning in a class of this caliber is a reflection of the talent and dedication of the crew."

2) Snow Job, Brian Goepfrich, WJYC; 3) Alr, Tim Duffy/Susie Gregory, StFYC. (18 active boats)



## J/29 — Advantage II

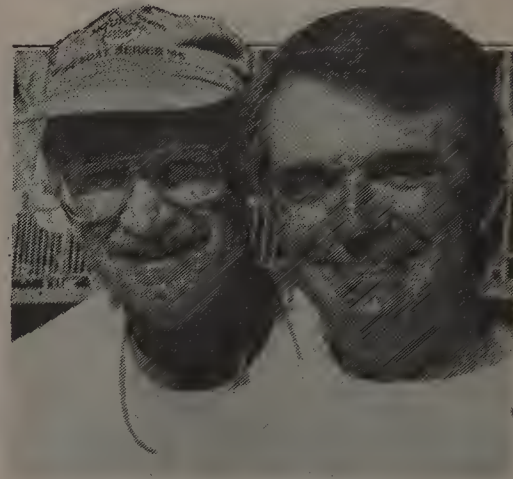
**Pat Benedict, Diablo SC**

CREW: Simon Bell (tactics), Steve Farrell, Paul Dietrich, Marshall Stine, Allan Winslow, Nathan Daily, William Smith.

COMMENTS: Benedict, an auto sales manager, won 24 straight races to run away with the title for the fourth time.

QUOTE: "The winning combination was an experienced crew, Anchor Steam beer, chocolate chip cookies, a new spinaker and starting 29 of the 33 races!"

2) Aqua Boogie, Holland Bros., CalSC; 3) Wave Dancer, Richard Leevey, CalSC. (7 entered; 4 qual.)



## J/105 — Limelight

**Harry Blake (r), CYC/StFYC/TYC**

CREW: Bill Hoehler (above left), Karen Rosenbaum, Hans Bigall, Nikki Glass, Tom Jenkins, Sean Torsney.

COMMENTS: Blake, a retired book publisher and now itinerant sax player, is a self-described J/Boat junkie — he's been brand loyal since 1979!

QUOTE: "I'm biased, but I think we had the best crew in the fleet. That and a well-prepared boat did it for us this year."

2) Bella Rosa, Dave Tambellini, StFYC; 2) Jose Cuervo, Sam Hock, SYC. (9 entered; 7 qualified)

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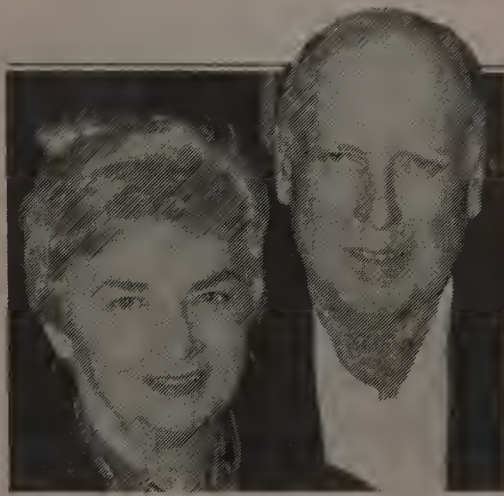
**J/35 — Major Damage  
Wilson/Perkins Syndicate, StFYC**

CREW: Chris Perkins (above), Dave Wilson, Sr. and Jr., Brooke Hally, Daren Ward, Graham Greene, John Crimaldi, Pete Scott, Chris Hackett, Scot Glover.

COMMENTS: The WPP syndicate dominated the local fleet again, and also scored a trio of bullets on their road trip north.

QUOTE: "We're looking forward to returning to the beautiful Pacific Northwest for the '98 North Americans."

2) Jabiru, Bill West/Brian Dunn, EYC; 3) Kiri, Bob George, RYC. (7 entered; 5 qualified)



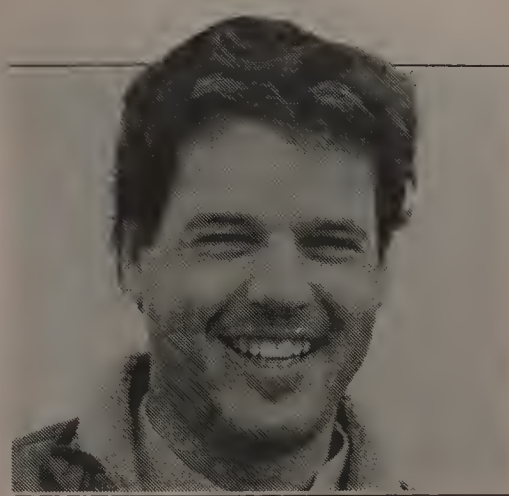
**198 Raters — MyToy, Ranger 26  
Barbara & Dave Adams, TIYC**

CREW: Jim Breitlow, Ward Burns, Ben Castaneda, Roger Anderson, Gary Liggett, John Harrison, Tom Deuel.

COMMENTS: Adams, a retired Army officer and civil engineer, has won in 8 of 17 attempts. Like last year, the top three places were decided in the final race.

QUOTE: "Our edge was a consistent crew and participation in every race. This level racing concept has been great fun!"

2) Challenge, I-28, Peter Schoen, SYC; 3) Freyja, Cat. 27, Nelson/Van Kirk, RYC. (14 entered; 11 qual.)



**Melges 24 — Sea Monster  
John Oldham, StFYC**

CREW: Mike Hovermale, Larry Swift, Will Benedict.

COMMENTS: John, an industrial engineer, took six of nine events in winning the local title. He also won the California High Point Series, a 5-regatta series with events in SF, San Diego and LA.

QUOTE: "This was our third year in the boat, and it all came together. We had good boat speed and great crew work!"

2) Agent 99, Dimitrios Dimitrelis, StFYC; 3) Twist & Shout, Jessica Lord, StFYC. (16 entered; 9 qual.)

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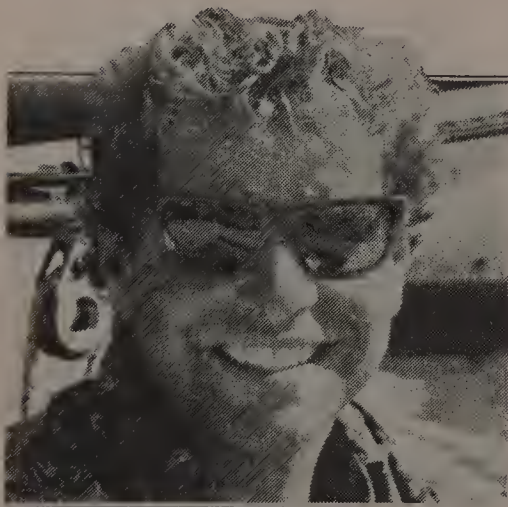
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# SEASON CHAMPIONS, PART II —



## **Moore 24 — Low Profile Doug Frolich, St. Francis YC**

CREW: John Donovan, Rebecca Dymond, 'Juble' Hirschfeld and others.

COMMENTS: Frolich, a self-described 'boat bum', and Donovan, a cabinetmaker, won the 9-race Roadmaster Series in their first attempt. The duo also won their class in EYC's windy Coastal Cup, and are looking forward to next summer's Pacific Cup.

QUOTE: "John and I hope our luck holds on the road to Hawaii!"

2) Kamikaze, George Wheeler, MPYC; 3) Fatuity, Dave Hodges, SCYC. (47 boats entered)



## **Newport 30 — Mariner Bruce Darby, San Francisco YC**

CREW: Peter Gibson, Ray Kuhn, Mark Malachowski, Spike and Larry Fogelquist, Jeremy Miller, Peter Belej, Peter Winder.

COMMENTS: Darby, a retired financial executive who now teaches sailing, has raced 23 consecutive seasons! He's won eight titles in four different fleets.

QUOTE: "Many of our races this summer were held in very windy conditions. Having a sharp crew really paid off!"

2) Hot Chocolate, Don Oliver, BYC; 3) Wahope II, Walt Wilson, SFYC. (6 entered; 5 qualified)



## **Olson 25 — Barking Dog Jeffrey Kroeber, GGYC**

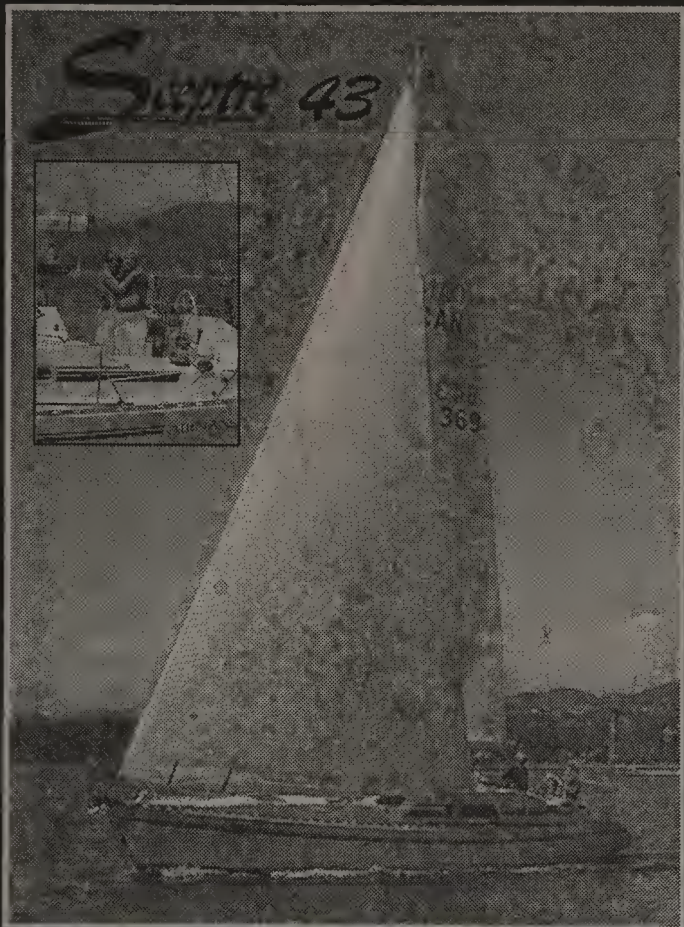
CREW: Phil "Take a Flyer" Macafee, Laurie Davis, Ed Walls, Malcolm Fife, Russ Clifton.

COMMENTS: This is the first championship for Kroeber, a sound effects producer for movies (e.g., *The Game*).

QUOTE: "Special thanks to the navigator on *Circus*, who now knows that YRA #7 is red, not green. . . Next year, we'll have 5-7 more boats on the line."

2) Three Ring Circus, Dave McMurtry, BenYC; 3) Honey's Money, Jay Aiken, RYC. (10 ent.; 8 qual.)

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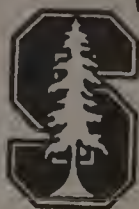
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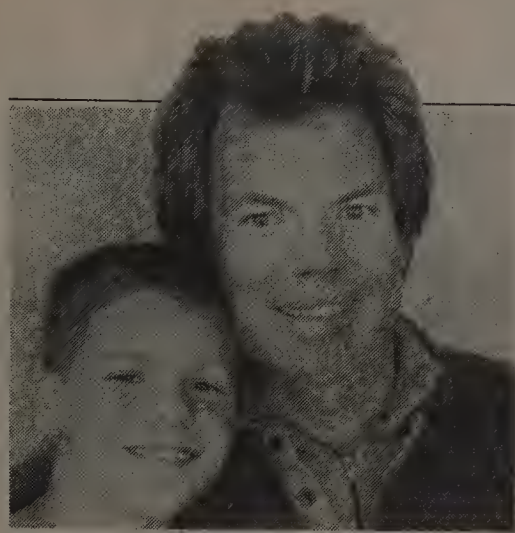
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## **Olson 30 — Jack's Back**

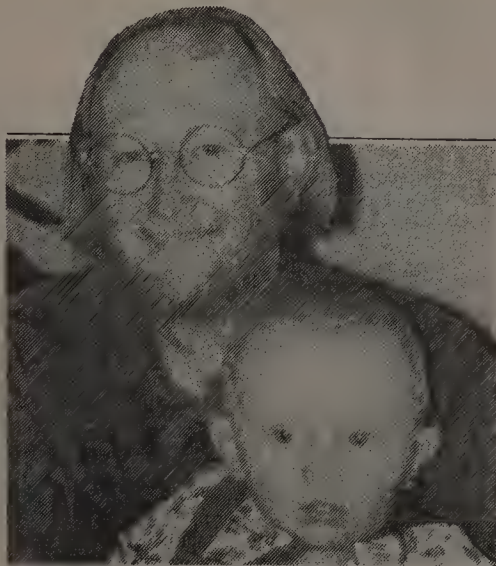
**Scott (I) & Jack Easterday, GGYC**

CREW: Chris Sheppard, Kari Johnson, Renee Wilmeth, Ed Wessley, Ed Vitano, Casey Watson, and 12-year-old son Scott.

COMMENTS: Easterday, a busy entrepreneur who "sails to relax", took his third local title. He's the Olson 30 fleet captain, O-30 national secretary, head of ODCA, and a YRA board member. Relaxed?

QUOTE: "Time to change the boat's name before some fast food joint sues me!"

2) E-Ticket, Chuck Allen, StkSC; 3) Hoot, Andy Macfie, RYC. (14 entered; 11 qualified)



## **Ranger 23 — Impossible**

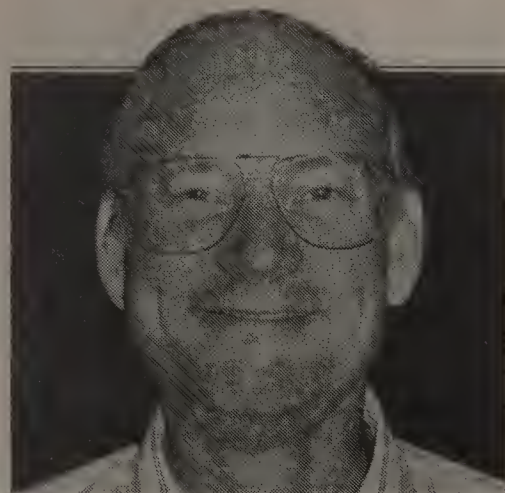
**Gary (top) & Sean Kneeland, SYC**

CREW: Jay Halberg, Dave Siegert, Jeff Doyle, Liam O'Flaherty, Laureen Novak, Cindy Surdez, Jeffrey Brown.

COMMENTS: Kneeland, an architect, won for the fourth time. He also earned SSS solo sailor of the year honors.

QUOTE: "Ranger 23s are the perfect starter boat for the Bay, and the prices are really low now. We have at least two new boats joining us next year!"

2) Thalassa, Dana Sack, StFYC; 3) Kinship, Ken Frost, Jr., SFYC. (5 entered; 4 qualified)



## **Santana 22 — Phoenix**

**John Skinner, Richmond YC**

CREW: Rina Skinner (wife), Steve Miller, John Selbach.

COMMENTS: Skinner, a civil engineer, won for the third time. He used his throw-outs early and had to play a "careful game of catch-up" the rest of the season.

QUOTE: "After 18 years, *Phoenix* is seriously for sale — it's time to try something new. I may own a different boat, but I'll never own a better boat than a S-22."

2) Soliton, Mark Lowry, RYC; 3) White Lightning, Bill Charron, SSS. (18 entered; 12 qualified)

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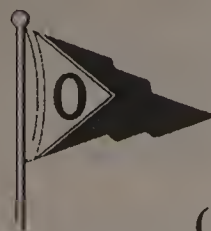
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# SEASON CHAMPIONS, PART II



**Santana 35 — Dance Away**  
**Raos (l) & Storkovich (r), MPYC**

CREW: Doug Storkovich (owner), Les Raos (driver and owner of sistership *Breakout*), Sydney Bowman (pictured above), Cliff Wilson, Rich Bennallack, Tony Shaffer, David LaGrand, Bobby Villareal, Panda Love, Larry Fogelquist.

COMMENTS: A very competitive fleet — *Dance Away* won on the tiebreaker!

QUOTE: "Never give up and don't lose focus. Thanks to all for a fun season."

2) AWB, Darrel Louis, SCYC; 3) 50/50, Mark Sloane, EYC. (7 entered; 6 qualified)



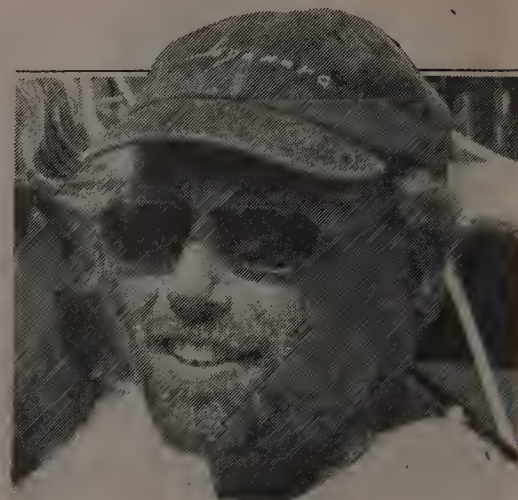
**Triton — Captain Hooke**  
**Tom Newton, Vallejo YC**

CREW: David (brother and co-owner), Steve Newton (son), Mike Gibson, Beau Woodward, Andy Shepard, Jeff Evans, David Keenan.

COMMENTS: Newton, a school psychologist, has won four times now.

QUOTE: "Thanks to my dad for introducing me to sailing in 1954, the late Bob Klein for getting me into Tritons, and to all my teachers and worthy competitors."

2) Bolero, Ely Gilliam, BVBC; 3) Hulakal, Alex Cheng, SYC. (8 entered; 6 qualified)



**Wylie Wabbit — Kwazy**  
**Colin Moore, Richmond YC**

CREW: Karina Vogen, Nathaniel Fennell, Don Teakell, Jessica Lord.

COMMENTS: Moore, a naval architect (tankers, not sailboats), has won the season title "about four" times in 11 years. He hopes to win the Nationals someday.

QUOTE: "Wabbits are the best bang for the buck in the sportboat world. Our fleet is growing, with two new owners on the line next year and a boat for charter."

2) Tulewemia, Mark Harpainter, WSC; 3) Wasta Wabbit, Richard Jarratt, WSC. (8 active boats)

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The members of Island Yacht Club want to thank everyone who joined us in 1997 for IYC sponsored events. We had a great time, hope you did too, and we look forward to sailing with you in 1998.



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"I'm so glad I bumped into you here!" said an older woman as I walked into the store.

We were in a small store specializing in nautical books and navigation instruments, and I had no idea who this woman was. Probably someone I should recognize from sailing, but I had no clue.

"Yes, what a coincidence," I responded generically. "What are you up to today?"

"I'm shopping for the sailor in the family. But this time I want to get him something really special, and I want to make sure it doesn't fall flat."

Now I didn't feel so bad. By implication she was not a sailor herself. Probably the wife of someone I knew at the yacht club and had only met a couple of times at dinner meetings. But she certainly knew me, and I wasn't going to embarrass myself just yet.

"Buying nice gifts for sailors is so hard," she complained. "Whatever I give him, it's never exactly right."

"Like what?" I asked, digging for clues.

"Let's see. There was that night vision binocular gadget. It was so expensive, I thought he'd love it. But no, it wasn't the kind he wanted. It went back for store credit, which he still hasn't cashed in. 'Waiting for the technology to mature' is his excuse. At least the guy should learn how to pretend."

"Who do I know who had tested a night vision device?" I thought to myself.

"And the year before that," the woman continued, "the GPS I gave him turned out to be the wrong brand, and had to be exchanged. And two years ago it was a hand-held marine radio — some friends swore that it was a sure thing, — but it had the wrong kind of batteries or something and that had to go back, too. I just can't win."

"Do you always have to go for such big-ticket items?" I asked.

"He buys me the most lovely jewelry for our anniversary every November. It's expensive and means a lot to me, and I do my best to reciprocate — but I know he has no use at all for jewelry, and he doesn't seem to appreciate the fine arts. So I try my best, and I feel awful when it's rejected. I'm sure you know what he'll really be able to use."

"A gift certificate?"

"Never!" she replied.

"Well," I said. "I'll help you if I can."

Just then I noticed another woman entering the store, but this one was easy to recognize.

"Well look who's doing her last-minute shopping," I said when she came within

easy hailing distance.

"And like, ditto for you, I see."

Suddenly I realized my bluff had been called — I had to do an introduction.

"This is Lee Helm," I announced. "Grad student at the university and crew on my boat, at least when she doesn't have a better offer."

"Good to meet you," said the unidentified woman as they shook hands.

But she did not go on to introduce herself as I had hoped she would.

"And this is a woman desperate to spend some money," I blurted out after a half second of awkward silence. Then I explained the gift problem to Lee.

"That's a no-brainer. Gift certificate."

"You sailors all think alike," she complained. "There's absolutely no romance in a gift certificate. It simply won't do."

"So it's, like, romance you want?" said Lee. "How about one of these. . ."

Lee led us over to the counter at the far end of the store. There was a finely crafted wooden box open on the counter, containing a very expensive metal sextant. She undid the internal latch, pulled the instrument out of the box, swung some of the shades out of the way of the telescope and offered it, handle first, to the other woman.

"I realize this looks like the sort of device that would have been abandoned by the dental profession near the end of the 19th Century," explained Lee, "but consider it a work of art. A kinetic sculpture. An intricate piece of functional jewelry. I mean, like, it has no practical purpose anymore. But some — not all, but some — sailors would go bonkers to find one of these under their tree."

She took the sextant from Lee's hands and inspected it closely.

"You look through here, and turn this to make the arm move," Lee instructed. "This model has great optics. . ."

"But with my luck," she answered, "My husband will be one of those who has no use for it. He's really practical about these things. Or he'll decide that it's the wrong kind of sextant, and have to take it back."

"You could engrave it," I suggested. "That'll fix him."

"More important," added Lee, "sextants all have pretty much identical features — and like, they haven't really changed since the Second Punic War. So model envy isn't going to be a big deal."

"I like the idea of engraving," she said as she passed the device to me, having

no interest herself in looking through the telescope and doubtless observing the dotted line between my eyeballs and the object she was holding. "But I have to be sure."

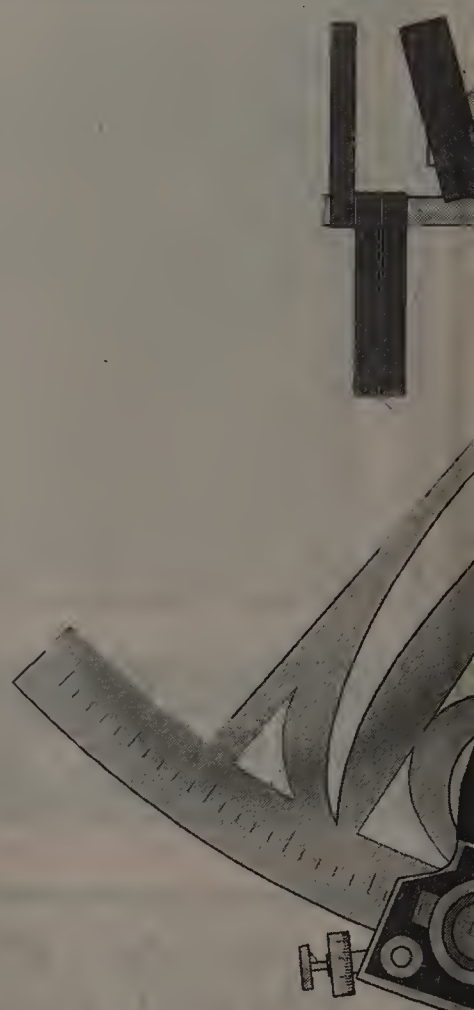
"There are ways of finding out if he's into it," suggested Lee. "Does he own one of the cheap plastic models?"

"You know, I couldn't even tell you if. . . oh no!" she practically shrieked. "That's him in the parking lot!" There was panic in her voice as she pointed out the window to a car pulling into the parking space nearest to the store's entrance. "I've got to get out of here — or hide!"

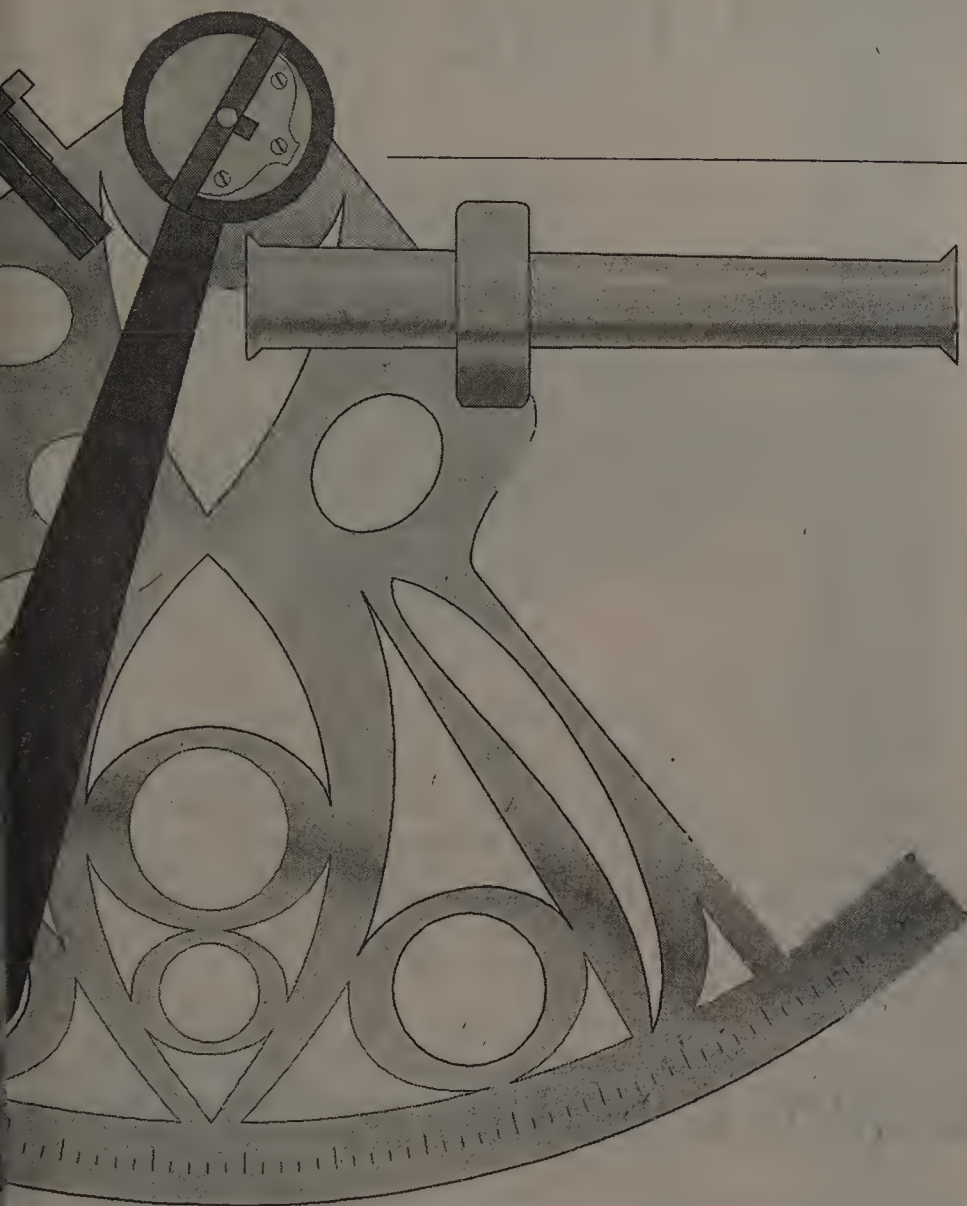
The store manager was happy to accommodate, and the woman was shown the door to the back office just seconds before her husband walked in. I didn't recognize him at all. He went straight to the ham radios and computers.

"Looks bad," I said to Lee.

"Don't be so sure," she replied, and walked over to the electronics, feigning interest in one of the new satellite email systems. I followed, and we picked up the literature and studied the rates.







"They've got it down almost to a dollar a minute for air time!" I said. "I've paid as much on my cellphone, when I'm out of the area. And it covers all of North America, the Caribbean, all of Mexico, even Hawaii!"

"But like there's a big gap offshore," noted Lee. "You'll have to go incommunicado for a few days during the Pacific Cup."

"So it still doesn't replace the SSB," I said.

"No way," said Lee.

"Ah, but just wait a year or two," said the woman's husband, unable to resist breaking into our conversation. "Reliable and inexpensive global cellphone is just around the corner, and the hardware is going to be much cheaper than a single sideband."

He was a well-dressed man in his 50s, and our first glimpse of his character seemed to confirm his wife's characterizations.

But who was he? The face still didn't ring any bells.

"So you think the SSB is going to be obsolete that soon?" I asked him.

"Lots of folks still think the 'party line'

aspect of SSB will always be an important part of cruising, for the added social value if not for the safety," he said. "But the party line will move to the email net, and critical one-to-one communication will move to global cell. It's practically a done deal."

"For sure," said Lee, baiting her hook. "But there are cruisers out there who still think a sextant is better than GPS."

"Troglydites, all of 'em," he replied. "Even the plastic sextants are hard to justify as backups in the age of the \$200 GPS and the 40-pack of AA batteries from CostCo."

"Some people seem to think that a lightning strike could disable every scrap of electronics on the boat," Lee continued.

"Possible, but very unlikely to incapacitate a handheld," he said. "They're just looking for an excuse to have some fun with the ancient technology. It would be cheaper and better to bring another GPS if they're really worried."

We moved away from the radios as the man turned back to studying the brochures.

"Looks bad," I whispered, shaking my head.

"All we know is that he's up on the technology," Lee whispered back. "And practical. We still need to find out if he appreciates the classic arts."

We walked back to the radio section and pretended to be interested in a fancy new model.

"Here's a navigational puzzler for you," Lee said to me, making a somewhat awkward change of subject that might have attracted attention if there had been any reason for our new friend to be suspicious. "If a bear walks one mile south, one mile east, and one mile north, and finds itself in the same spot it left from... what color is the bear?"

"That's an old one, Lee. The bear is white, because it has to be at the north pole!"

"Okay, now for the real question: how many places on earth can this happen?"

I thought for a second. "Just one, as far as I can tell: the north pole."

"You're quite wrong," interrupted our target. "Suppose the bear started out 1.32 miles from the south pole. Go a mile south, then a mile to around the pole exactly once by walking west, and a mile north to the same spot. Voila."

"So there are two points?" Lee quizzed him.

"Actually," he said after another moment's thought, "there are an infinite number of points. One plus one over pi, one plus one over two pi, one plus one over three pi, etcetera."

"Good thinking. But there are no bears in Antarctica, so the answer is still one. Okay, try this one. No tricks. True or false: At the equinox, when the sun is right over the equator, will it appear to rise due east and set due west from anywhere on earth?"

"Of course not," I answered quickly. "The bearing depends on your latitude." But I had a feeling I was wrong as I spoke.

"True," said our test subject. "And there's a simple proof."

"Really?"

"Think of the line between day and night. On the equinox, that line always follows a meridian, going due north or south."

"Okay. . ."

"And if you are standing on that line, the sun is on the horizon, and the direction to the sun has to be at right angles to the line, therefore the bearing to the sun is due east or west."

It took a minute for me to visualize this, and another minute for it to sink in.

"Damn, you're right!" I finally had to concede when the concept sunk in. "Lee,



# MAX EBB — 'TIS THE SEASON

this guy's good!"

"It's a basic technique of lifeboat navigation," he continued. "If you recognize the equatorial stars, and if it's clear enough to see them rise or set, then you have pointers to east and west."

"Makes sense," I allowed.

"And you can always estimate your latitude by knowing the declination of various stars, and observing which ones just touch the horizon on their lowest swings. So you see, you don't need a sextant at all to use celestial as a backup if you lose all your electronics."

"Question three," said Lee. "The date of earliest sunset is about two weeks before the winter solstice. Explain."

"Are you sure?" I asked.

"Look at the sunset table in your tide book," said Lee. "December sixth this year, 15 days before the solstice."

"It's the eccentricity of the earth's orbit," said the man. "There are 365 solar days in a year, but 366 sidereal days. In other words, the stars appear to go around the earth one more time each year than

the sun does, because the earth spins in the same direction that it orbits."

"And?" prompted Lee.

"And when the earth is closer to the sun, as it is in winter, the orbital speed is faster so there's a greater apparent difference in speed between the stars and the sun. Which means the sun lags behind a little more each day, and sunset starts to get later again even before the sun reaches its most southerly declination on the 21st."

"Is that the only reason?"

"Isn't that enough?" he laughed.

"Well, think it through. If the sun goes slow, relative to the average, in the winter, and fast compared to the average in the summer, then the plot of sun's position at noon would be an ellipse of some sort — not that figure-eight shape."

"Oh... you're right!" he said with astonishment. "It has to have two fast periods and two slow periods to get that analemmic curve."

"Ana-who?" I said.

That figure-eight deal on older globes and world maps," Lee explained, "is called an analemma. It's really just a parametric plot of equation of time versus declination. And the eccentricity of the Earth's orbit explains why the southern lobe is bigger than the north. But like, that misses the main effect."

"Must be the inclination of the earth's axis, then. Wait one..."

He practically ran over to one of the book racks on the other side of the store, and buried his face in a recent edition of Bowditch.

I peaked in the window to the store's office, and saw the man's wife hiding in a corner, chatting in low tones with the store manager. She looked up as if to ask what we had discovered. Lee and I both signaled thumbs up.

But I never did figure out how that woman knew me.

— max ebb

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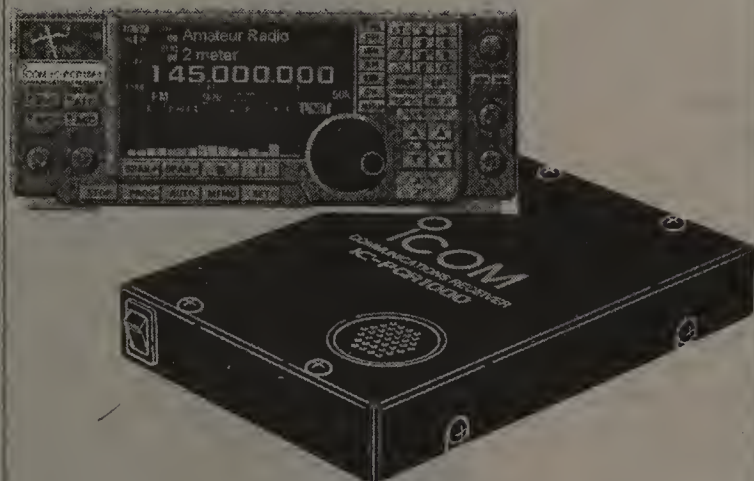
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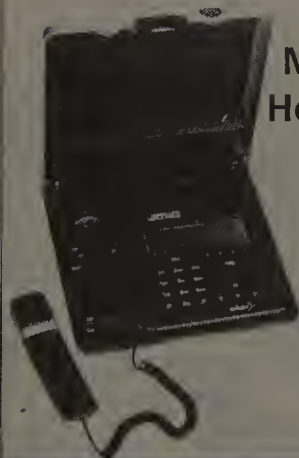
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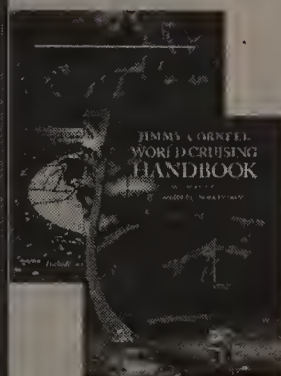


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With reports this month on **Planning a Caribbean Regatta Charter**, two women's insights into **An All-Women Sail Training Passage from Hawaii**, and miscellaneous **Charter Notes**.

## Pack Up Your Seabag. Caribbean Regattas Are Calling

As a follow-up to last month's look at the Caribbean's rich cultural heritage, we remind you that during our nastiest winter months, Caribbean sailors are enjoying sunny skies and spectacular sailing conditions. One of the best ways to get in on the fun is to plan a charter that coincides with a major Caribbean Regatta — whether you come to race or just to hang out with the crowd.

Both bareboats and crewed charter boats are now welcome at most Caribbean Regattas. In fact, the participation of charterers has greatly increased the size and prestige of many local events. Having sailed in all of these events, we can tell you that most of the 'expats in residence' and West Indians that you'll meet will give you a warm welcome.

The best tip we can give you for a successful race charter is to book your boat as early as possible so you'll have your pick of the fleet. Like *yesterday*! And don't forget to make air reservations early too. You'll be sadly disappointed if you can't get the flights you want at the last minute.

Despite all the gear they carry, some

luxury crewed yachts can be pretty competitive in the cruising classes. If you're a bareboater and want to go for the glory, it's probably worth the price of an overseas phone call to contact the on-site fleet manager and ask some key questions like how old the boat and/or its sails are and when it was last hauled out.

It goes without saying that picking the right crew is crucial. They don't have to be super sailors, but they do need to be spirited and fun-loving. Other than the five-race Antigua Sailing Week, most regattas last only three days, leaving you plenty of time to familiarize yourselves with the boat beforehand while exploring the islands.

The box at the left gives you a calendar of top events with contact information. Remember also that tourist boards are always happy to send you mountains of useful literature.

See you down there.

— latitude/aet

## Learning to Expect the Unexpected: Nine Ladies on a Big Flat Ocean

It was the best of times and the worst of times . . . it was a dark and stormy night . . . no, it was a warm and blustery day. Actually, it was all of these things and more — but it was never dull sailing with eight women on a blue-water passage from Hawaii to California.

One of the best parts of my job at the Orange Coast College Sailing Center is that I occasionally get to skipper *Volcano* on all-women sail-training passages. This Frers 64 has a clean deck layout, a beautiful interior and is a joy to sail. She'd sailed to Hawaii with the TransPac fleet and our mission was to bring her back home to Newport. It sounded like a tough job, but someone had to do it!

The women who sign up for a trip like this are usually a pretty hardy lot. For the most part, they look 'normal', only smarter and more beautiful, of course. Typically, they come from all walks of life: executives, 'domestic specialists', airline pilots — just about everything but princesses. Their common character traits are a love of adventure and a desire to challenge themselves. This past summer, nine of us set off from Oahu to return *Volcano* to her homeport at Newport Beach.



ALL PHOTOS FRAN WEBER

## 1998 Major Caribbean Regatta Dates

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It started as a pretty typical trip. Everyone arrived while the first mate was up the mast dropping wrenches and swearing at the skipper — me — who was stupidly standing right under her. Once everyone was aboard, we familiarized the crew with the boat and began the process of melding nine different personalities into a working group.

Our intention was to slip away from the docks unnoticed before dawn. Unfortunately, the crewmember in charge of the bow line neglected to jump aboard after tossing the line. So I simply instructed her to meet us at the fuel dock, not realizing that meant she had to sprint down the darkened parking lot and climb over a chain-link fence topped with barbed wire. The word 'omen' came to mind, but I pushed it out.





**You never know exactly what to expect on a long ocean passage — and that's part of the thrill. The 'Volcano' crew saw all types of weather and completed a mid-ocean fuel transfer.**

Once underway we crashed and bashed over to Kauai which gave the crew a chance to see how well the anti-seasickness drug Bonine works on a full stomach. A bit more provisioning, a swim, and we were finally off!

It takes a few days to get used to any boat, the motion, the interrupted sleep, the awkward heel, and so it was with us. On our first day out, the third watch leader — hand picked for her skill, experience and calm — managed to smack herself in the chin with an errant winch handle. As luck would have it, all of us were on deck watching her at the climatic, blood-spurting moment. With a few steri-

strips, some gauze and duck tape she looked as good as a mummy with a toothache. The word omen again came to mind, but I pushed it out.

Two days out the engine failed. Perhaps this was my omen incarnate. After a detailed and systematic check I was baffled when it still wouldn't start. Suspecting the solenoid I ran through the symptoms over the SSB with the skipper of our sistership, *Alaska Eagle*, which was motoring en route to Alaska in light air and sympathetic to our plight.

After a day of trading a few well directed questions assisted by e-mail, the *Eagle's* skipper led me to the answer. It was the starter motor and we had a spare. Our mood swung from frustration to elation with the turn of a key.

*Volcano's* crew settled into a comfortable routine; they were smart enough to get their chores done and sleep as soon

as they could.

Personalities began to show, some meshing perfectly, others less so, but with all realizing that getting along was a priority. The practical jokes started to evolve too. One victim was given a surprise party, three months prior to her birthday, then a whole tray of fudge was stolen, only to be found intact in the cook's bunk. Other nefarious deeds trickled through the boat as regularly as leaks around hatches.

Nights were gorgeous, but challenging at times. Sail changes were common. Reef in, reef out, up with the staysail, down with it, roll out the jib, roll in the jib.

As time marched on, however, the wind began to die. The Pacific High was alive and well and we were in its midst. This was actually a huge relief to the crew; they could now enjoy the relative tranquillity of motoring. So we motored, and we motored, and we motored. The Pacific was living up to its name. Peaceful, small rolling swells accompanied by light barely-there breezes.

Day after day I would check the weather fax knowing that the isobars would have to compress at some point, and day after day they tormented me by widening. I did fuel calculations every time I laid down, but realized there would never be enough for the calm days ahead. I prayed for wind — or at least for the patience to deal with the lack of it.

When we'd used all but an emergency supply of fuel we finally shut down the engine: "We're here!" I announced. At first it was fun. We swam, we joked, we drifted. And then it got hard.

We had plenty of water. Not enough for such decadent pleasures as showers, but enough for 25 days worth of drinking. We had plenty of food. The freezer was full and we had fresh fruits, veggies and plenty of potatoes. We just didn't have time. We were on a schedule. Those who had work commitments began to get edgy. In fact, we all got edgy. We kept busy polishing bright work, whipping lines, cleaning everywhere, but the ever-pervasive desire for wind and port constantly intruded on our thoughts. Nights were spectacular with reflections of meteorites zipping across the still waters. Yet, sadly we were preoccupied with our lack of wind.

After two full days of remaining a constant 600 miles from shore, nerves were becoming frayed. I posted an ambitious list of chores and assured the crew that I would give a general call every hour over the radio on the off chance that someone might hear us who had fuel. About an



hour after the crew had read my posting and internally categorized my scheme as harebrained, someone saw a speck on the horizon. I leapt up, grabbed the VHF mike and hailed the vessel approaching. Amazingly there was a reply — more amazing, the voice was American! I explained our plight, that we were in absolutely no danger and that we had plenty of food, water, and a bit of fuel to charge batteries and run systems. However, we were out of patience, and "would it be possible to get a bit of diesel" as there was no wind in sight?

The container ship *Sealand Challenger* was on its Honolulu/Oakland/Long Beach run. Since they were ahead of schedule (thanks to the calm, flat seas) they agreed to give us a hand.

After some discussion, we decided to do a moving transfer. The master, Paul Skoropowski, started slowing the ship down about five miles from us. As the *Challenger* loomed on the horizon I must admit to doubting the wisdom of this idea. Once the ship was about 100 yards from us we motored over to them. You can imagine our laughter when we realized they had as many cameras on deck as we did! Holding *Volcano* about 30 feet off the boat and motoring slowly forward was both fun and unnerving. The ship towered above us as a messenger line came down right on our deck. My crew sprang into action, pulling it until a garden hose was reached. Opening the valve at the end, beautiful clean diesel gravitated from their emergency generator into our tank. Giddy elation isn't descriptive enough to describe our mood. As we bantered back and forth with their crew on the decks above, one of their crew asked — I'm not making this up — if they would be in *Latitude 38*. We assured them that they would.

After heartfelt thanks we waved goodbye to our 'container ship in shining armor'. It was a great day, and life got better from there. We motored until the wind gradually began to build. When it was at 6 knots we turned off the engine and had one of the best sails I've ever had. The boat was light, there was no swell and the crew was euphoric. Almost imperceptibly the swell began to build into long slow rollers, presaging the wind that was filling in behind it. By the next nightfall we had a good 24 knots. I will never forget being on the foredeck, tying the staysail, when my watch partner lay down looking up at the star-strewn sky. I lay down too, rolling with the undulating

ALL PHOTOS FRAN WEBER

deck, joyfully yelling how great it was to be out at sea. Only later did I find out that the other woman was lying down because she was sick. The new motion had nailed her after so much calm.

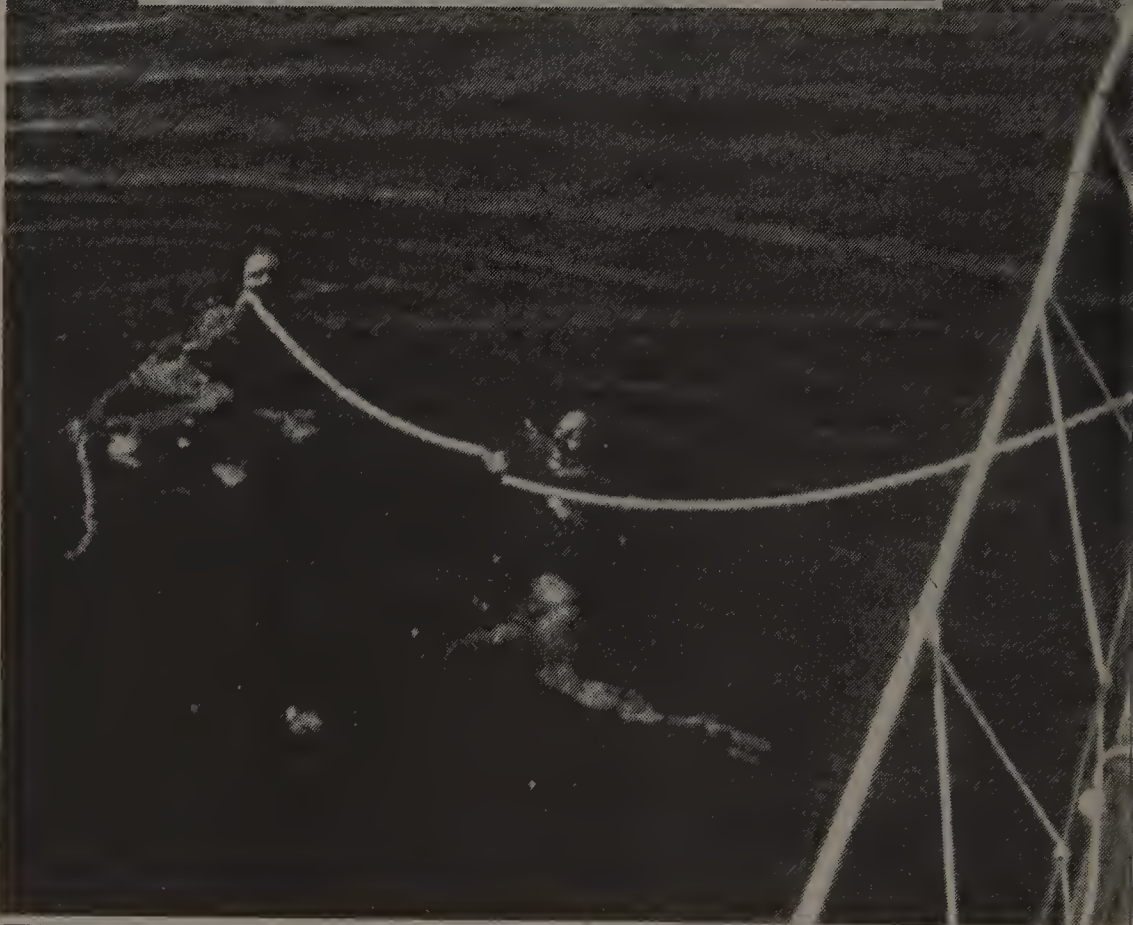
We screamed into California with 30 to 35 knots and fog, three days late but knowing that life was good and we were lucky. The crew had been tested and had been up to the task. Several of them mea-

sured up to more than they had expected. In fact, it wasn't until we reached land that the real difference between men and women crew emerged — the women know how to take a longer hot shower.

— karen prioleau

## Women-Only Offshore Programs: What's the Attraction

Why would the six novice sailors spend three weeks and several thousand dollars for intense hands-on instruction with all







*Spread: When you run out of wind and fuel in the middle of the ocean you might as well make the most of it. A cool swim can ease the stress of waiting. Inset: Captain Karen at the wheel during rough weather.*

women? Was it craziness, masochism or something else that spurred them to choose a vacation that involved sleep-deprivation, cold saltwater showers and bruised knuckles? The answer lies in their stories.

LaDoris 'Sam' Heinly, 56, was fulfill-

ing a dream she had purposely squashed 30 years before. While in her early 20s, Sam received a scholarship from her college for a semester at sea. Due to having two toddlers at home, however, she buried her dream by throwing the letter away and never responding. Thirty years later she earned her Master's degree in social work, and her husband presented her with the *Volcano* trip as a graduation present. "I never had the typical college experience of living in the dorm," Sam recalled. "So suddenly living on a 64-ft boat with eight other women made me feel like I'd entered college and joined the Navy at the same time."

Most adults learn how to sail with a combination of classroom instruction and daysails. Instruction via a three-week, blue-water cruise borders on the extreme, but that is exactly what Kathleen Ludgate was looking for. "I didn't want some 'la-di-da' cruise, I wanted to sail hard against the wind," Kathleen revealed. No wonder she volunteered for being hauled up the mast under sail to fix the steaming light. Like many of her shipmates, she discovered that the most difficult aspect of the trip wasn't the most obvious. "I was surprised that the hardest part of the trip wasn't the weather, but rather the closeness of all these strangers and the lack of space to exert nervous energy."

While Kathleen made the passage to challenge herself, Fran Weber made the passage to achieve a goal. This was her year to be her own captain. Active in Southern California's Women's Sailing Association for many years, she still needed the intensity of three weeks at sea to bolster her confidence. She and her husband sailed their Ericson 35 every weekend, but she found, like many women, that she performed only the first-mate duties and rarely acted as the captain. "I wanted a voyage that would give me lots of time at the helm," Fran said.

Since the trip was run by the Orange Coast College Adventure Sailing Center for the purpose of instruction, Fran got her wish. While on watch, each woman took a turn at the helm. Ten days into the trip, Fran gushed, "I can't wait to get home and take some friends to Catalina. But this time I'll leave my husband at home and I'll be the captain!"

An awkward question that frequently comes up regarding all-women's voyages is: "Are they all gay?" For the record, all of the crew were straight, and many were

amused by the ignorance behind such questions. They'd never given any thought to the other women's sexuality. Their reasons for choosing to sail with other women had to do with sailing. Fran wanted to experience the solidarity of women in making such a difficult passage, Jennifer Klein wanted to learn how to overcome the female strength disadvantage, and Ann Brooke wanted a chance to perform the grueling work herself because men usually try to take over the difficult jobs.

All of the trip participants — including myself — received many unexpected benefits such as observing the rhythms that develop on long passages and coping with emergency situations in the middle of nowhere. Just making the trip was an example of courage, and this example can't help but inspire other women.

— karin sterling anderson  
volcano crew, hawaii to california

*Volcano and her sistership, Alaska Eagle have an extensive list of co-ed and all-women passages mapped out for the coming year. For info call (714) 645-9412. Website: [www.deltanet.com/occsailing/](http://www.deltanet.com/occsailing/)*

## Charter Notes

Small business planners often advise that location is everything, and the same holds true in the yacht charter industry. At least that's what former Bay Area resident **Mark Belvedere** found out when he sailed to Cabo San Lucas last year in his 112-year-old schooner, *Sunderland*, and set up a daysail business.

A longtime sailor, Mark used to split his time between Santa Cruz and Lake Tahoe, where he ran a small boating concession on idyllic Fallen Leaf Lake. Yearning for a change, though, he sold all the charter boats, bought the 110-ft *Sunderland* and headed south.

Cabo turned out to be a prime spot for his new enterprise, because while there are other daysail boats, there isn't a single 'classic' with the character of his. Capitalizing on the cape's colorful history, Mark runs **Pirate History Cruises** with his crew fully costumed in pirate garb and real cannons poking out of the gun ports. It was at Cabo San Lucas, Mark reminds us, that Thomas Cavendish captured the Spanish galleon *Santa Ana*. Check out the ship at the Plaza Las Glorias dock next time you're down in Cabo.

The caption contest we ran for last month's 'mystery photo' drew some very amusing responses. If you didn't see it, the shot depicted seven people in swim



# WORLD OF CHARTERING



LATITUDE/ANDY

trunks oddly perched behind a glass-walled pool, with their butts submerged and their feet hanging over the top.

Ken Hill of Roseville writes: (1st caption bubble): "I had no idea they would be examining our feet for this barefoot cruise." (2nd caption bubble): "One more rum drink, and they can examine any-

*A-a-a-r-g-h maties, how 'bout a sail aboard the 'Sunderland' where the Pirate's Punch is always potent. Mark Belvedere found his niche.*

thing they want."

Jeff Beller of Ventura writes: "In the middle of a wild spinnaker round up and broach, the crew bravely held on as the rail went under."

Shawn Cooley of Cupertino really got into it, offering a variety of captions. His best, we thought, was: "A solution for obnoxious tourists on the backside of Borneo, a shark tank shish-ke-butt."

But the best explanation came from Pat McCormick of Seal Beach — who'll be receiving a *Latitude 38* t-shirt for his efforts. Pat writes: "The men pictured here are part of a unique work release program for cruisers convicted of partying too hard. They are in an island gallows for all of society to see the evil of their ways. The pool of water they are occupying is connected to a public Jacuzzi, directly behind them. The 'convicts' provide the heat for the Jacuzzi by using their feet as heat exchangers, much like seals do. For obvious reasons, no beverages are supplied during working hours."

The actual location, as many Caribbean travelers pointed out, is the pool at **Captain Oliver's Hotel** at Oyster Bay, St. Martin, where **The Moorings** and **Sun Yacht Charters** are based. Bob Diamond from Spinnaker Sailing of Redwood City shot it while on a recent charter. But, hey, we were interested in creative interpretations, not cold hard facts.

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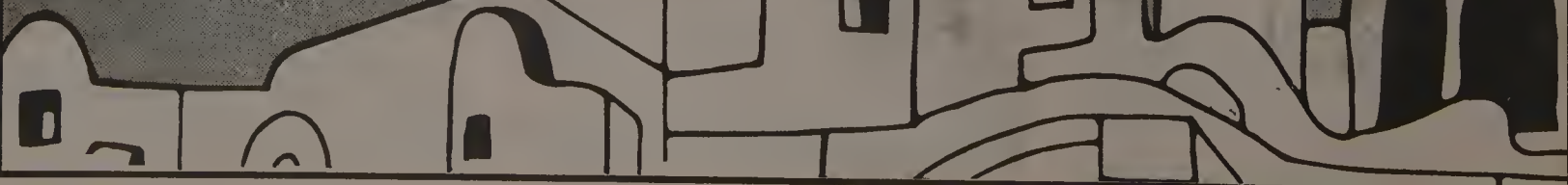
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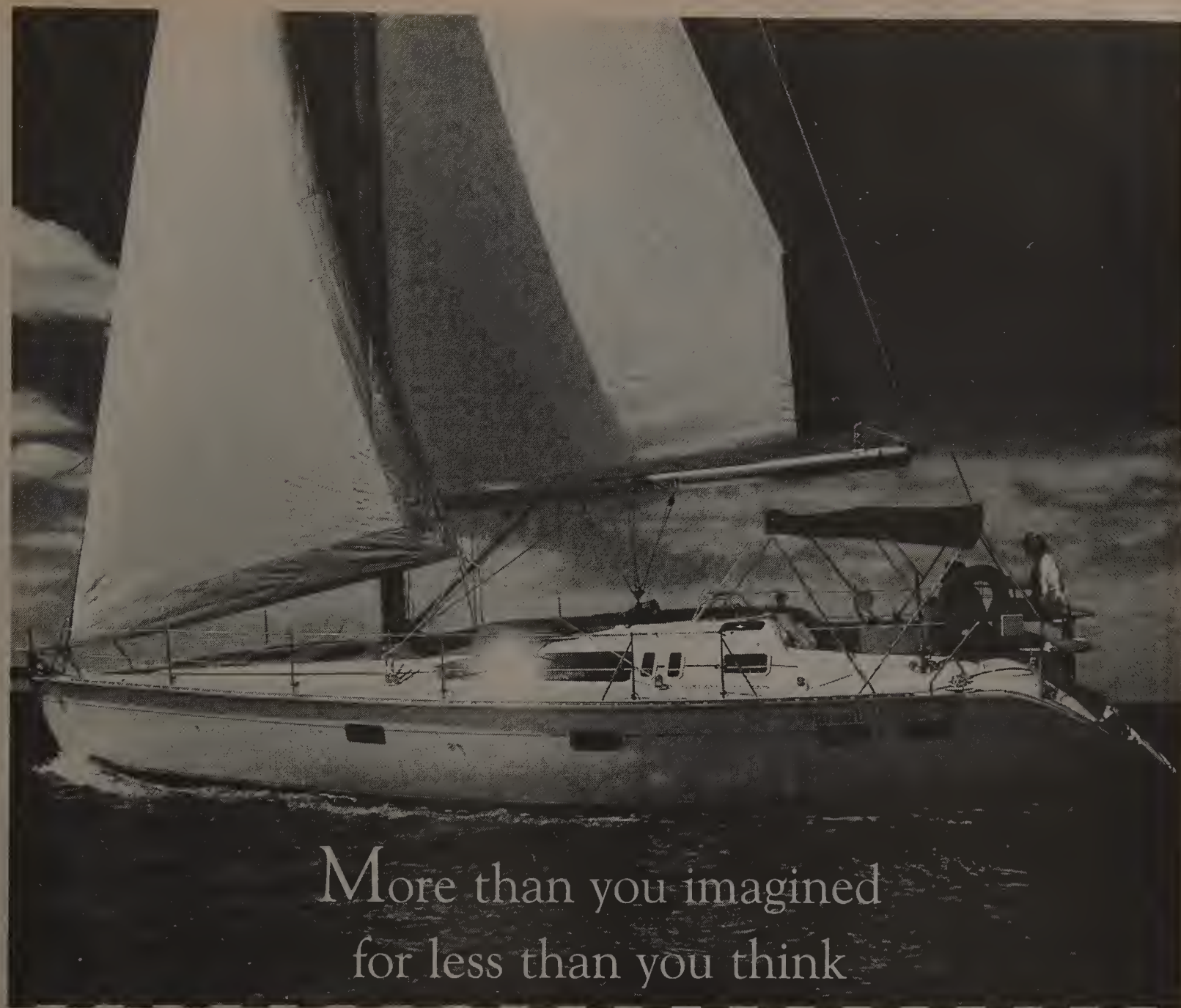
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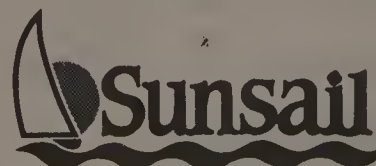
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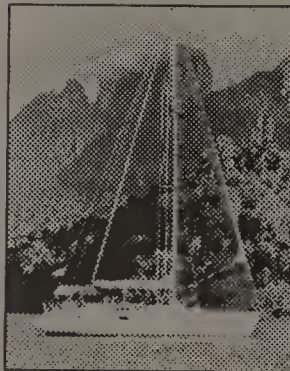
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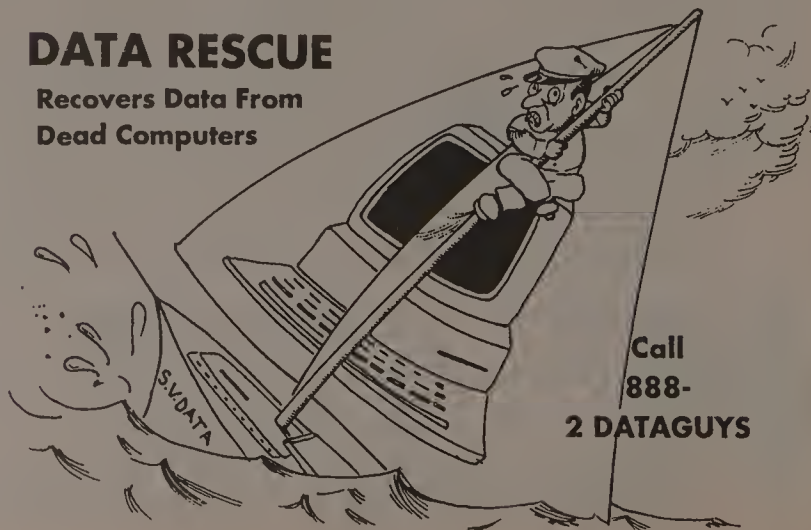
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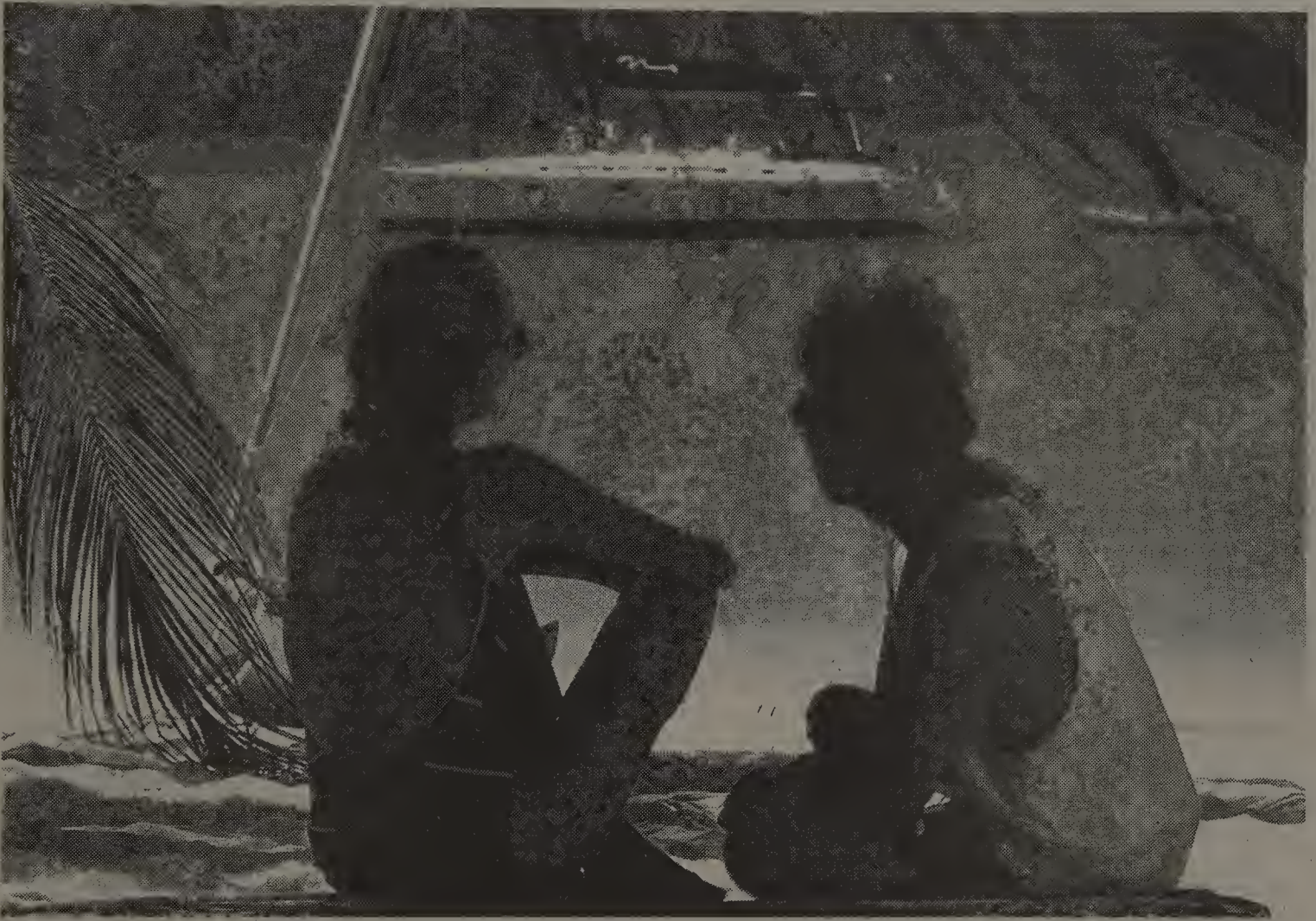
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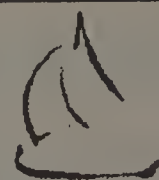
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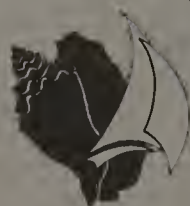
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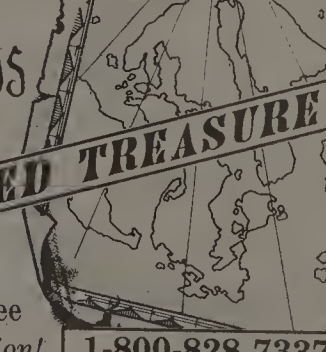
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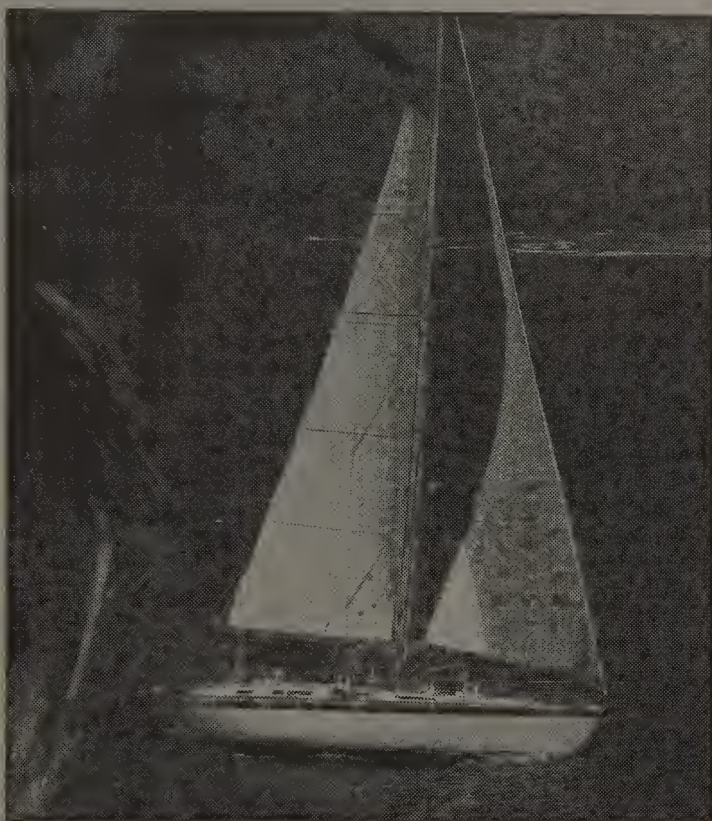
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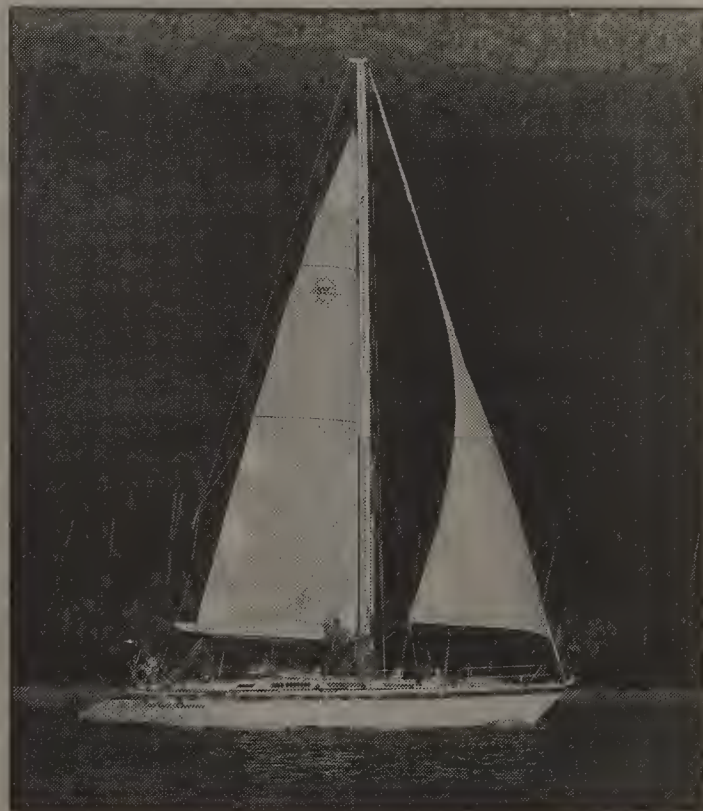
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# THE RACING

With reports this month on the lopsided **California Match Race Challenge**, an upset win in Leg II of the **Whitbread Race**, the shorthanded **Vallejo 1-2**, the mellow **Great Pumpkin Regatta**, various **midwinter races**, and the usual plethora of **race notes** at the end.

## Cal Match Race Challenge

The North and the South went at it again in the second annual California Match Race Challenge, held in J/24s on November 1-2 at the St. Francis YC. Avenging their down-to-the-wire loss to Dave Ullman last year in Catalina 37s, the North smoked the South in this year's Challenge, taking the best five-of-nine round-robin series with an emphatic 5-1 record. Melissa Purdy — no stranger to J/24s — was the victorious skipper for the PICYA home team. She was ably assisted by her brother Tom Purdy, Aimee Hess, Bart Hackworth and Fritz Glasser. Will Benedict substituted for Tom on Sunday due to the latter's prior commitments.

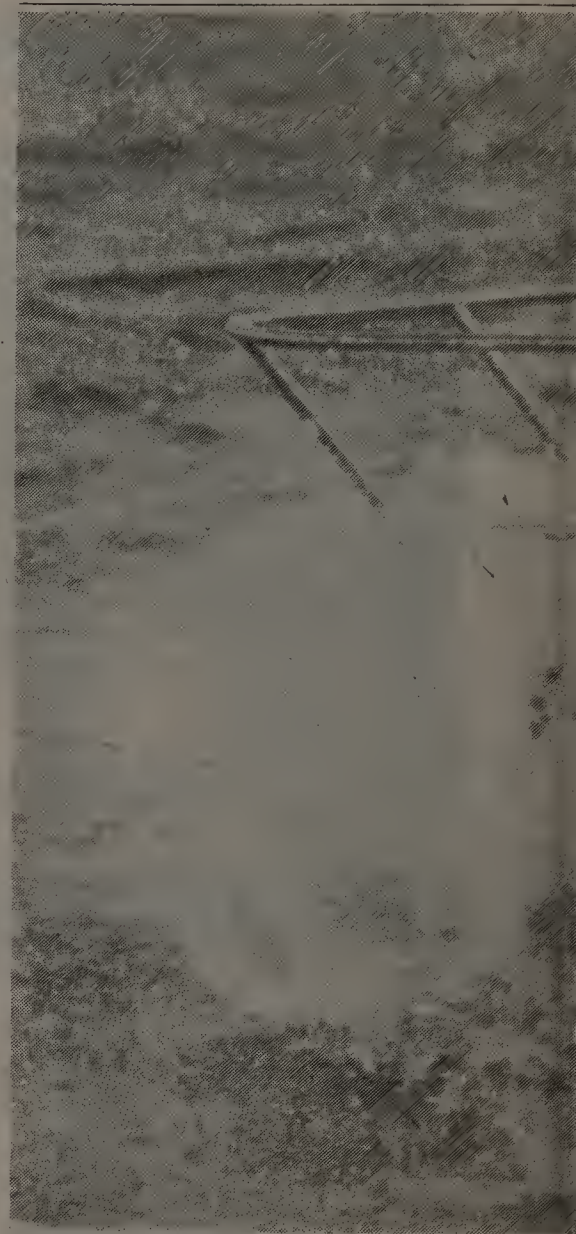
The Yacht Racing Union of Southern California (YRUSC) team consisted of skipper Mark Reardon, Chuck Simmons, Dave Wilke and Mike Kennedy. "We just seemed to have the edge on the Southerners all weekend," claimed Tom Allen, a judge for the weekend and the incoming commodore of PICYA. "Melissa and the crew seemed to have the edge in boat-handling, and when they got behind, they always managed to sail faster and catch back up to Mark. Our tactics were good also, and we had the other team in foul trouble more often than the other way

day. After an enjoyable evening of schmoozing — most of the flag officers of PICYA and YRUSC were there — the battle resumed the next day. Purdy finished off the Southerners with 59 and 33 second wins. "It was closer than the scores indicate, and I was a little rusty," confessed Melissa, who recently opened Waypoint Pizza on the main drag in Tiburon with her brother. "It was a really well-run, fun event — and I was just glad to get out on the water again!"

Next year, the Challenge — which seems to be turning into something of an overnight tradition — returns to Southern waters. Rumors that Ken Burns is planning a PBS special around the ongoing rivalry appear to be unfounded.

## Whitbread Update

Blaring air horns, red flares, music from *Chariots of Fire*, and a cheering throng of spectators greeted *Swedish Match* as she glided into Fremantle after 15 days at sea to claim Leg II of the Whitbread Race. As the sleek Whitbread 60 approached the finish line under spinnaker in a gentle 10-knot breeze, the press boat lifted skipper Gunnar Krantz's two-year-old daughter Emma onto the boat to reunite her with her father. It was the



player for overall honors. When she finished, projected runner-up *Innovation Kvaerner* was still 214 miles out of Fremantle, while *BrunelSunergy*, the caboose for two legs running, lagged by 1,095 miles.

Krantz, co-skipper Erle Williams and navigator Roger Nilson dominated the entire 4,600-mile leg, starting with a dicey move a few hours into the race. Noticing some smoke off a distant cargo ship, *Match* split from the now 9-boat fleet (*America's Challenge* withdrew in Cape Town due to lack of funds) and found a sea breeze while everyone else was becalmed. From there, they hooked onto a low pressure system that slingshotted them to Fremantle with an ever-increasing lead. "We're going like a Boeing," emailed Krantz from the bottom of the world. "Average speed is 19 knots and has been for about four hours. Finally, all the young puppies on board now realize that on a W-60, the 'W' stands for wet, very wet." *Match's* trip wasn't easy — they saw 50 knots of breeze, 32 knots of boatspeed, snowstorms, and damaged their rudder on what they think was a whale — but it



From left: Will Benedict, Aimee Hess, Fritz Glasser, Bart Hackworth and skipper Melissa Purdy.

around."

After winning the first two races by 58 and 41 seconds, respectively, the PICYA squad lost the third race by 34 seconds. They roared back with a 1:03 win in the next race, the last of the day for Satur-

perfect ending to a fantastic race for *Swedish Match*, which finished eighth in Leg I and wasn't previously considered a

JOYCE ANDERSEN





LATITUDE/ROB

*Working the bow on 'EF Language' deep in the Southern Ocean. Well, would you believe it's 'Expeditious' in the SFYC Midwinters?*

apparently wasn't quite as brutal as what the middle of the fleet went through.

The fleet basically was split into three groups for most of this leg, with *Match*, *Kvaerner* and *Toshiba* — minus volatile skipper Chris Dickson, who left amidst controversy after a disastrous first leg — the runaway frontrunners this time. The latter two boats are expected to finish in that order, followed by the middle group in this order: *Silk Cut*, *EF Language* and *Chessie Racing*, which reportedly damaged their keel in a collision with a whale. At the back of the fleet are *Merit Cup*, which finished second in the first leg but couldn't buy a break this time, *EF Education* and the hapless *Brunel*. Assuming the boats finish as expected, *Kvaerner*, with a 3-2 record, is now the overall leader, followed by *EFL* (1-5), *Silk Cut* (4-4) and *Match* (8-1).

Former leader *EF Language* had a rough trip through the Southern Ocean, judging from skipper Paul Cayard's graphic and prolific emails (see *Sightings*).

If they gave Pulitzers for Whitbread dispatches (which in the Southern Ocean are often written with the computer in a plastic bag to keep it dry, and hands wrapped in gloves to stay warm), Cayard would surely deserve the first one. His description of the sailing is gripping:

"The grand finale of this morning's opera was a broach with Curtis up the mast and the pole and boom vang exploding. We were resetting the spinnaker, after repairing it from an earlier smaller mistake (so this whole episode never should have happened in the first place). It opened before it got to the top, the helmsman lost control and spun into the wind. The rig was shaking violently and I thought Curtis was going to die. We had to blow the halyard to get borne away. The spinnaker went in the water and it was all hands to get it onboard while the boat was now doing 15 knots without even trying. We got Curtis down and he is okay. He won't ever forget that broach."

Cayard also wrote candidly about what went wrong in Leg II, taking full responsibility for their mistakes. He confessed to underestimating the toll that the South-

ern Ocean took on his crew: "The accumulation of cold, fatigue, people out of position, heavy bulky clothes, more difficult communication. . . all adds up in an exponential way." He admitted to pushing the boat too hard ("like a bunch of hyped-up dinghy sailors"), which led to breaking both poles and sailing 100 miles without a spinnaker as *Silk Cut* waltzed by. "Your criteria for 'racing' has to change," wrote Paul, obviously in a philosophical mood. "You have to be happy with less, because ultimately less will be more. . . Now I know that."

While Cayard's crew struggled in the difficult conditions, Southern Ocean junkie Lawrie Smith and his *Silk Cut* minions blasted their way into the record books with a 449.26-mile 24-hour run. "We kept the boat in one piece and are happy with the way *Silk Cut* is performing," wrote Smith. "Avoiding downtime is the key to running long distances. . . *Silk Cut* navigator Steve Hayles described the lengths their crew went to avoid 'downtime':

"As the front of the bow disappeared into a wave at well over 25 knots, a solid wall of water swept aft and dragged the full stack of headsails hard enough to break off every stanchion on the side of the boat, and leaving the sails hanging over the side. This was a major situation, as losing the whole lot meant losing the whole race. . . The front of the sails were still at this stage firmly attached, but by now the sails were over the side being dragged in the water. A decision had to be made — take the kite down and make the job easier, or wrestle with the problem and pray to God we did not lose any. Fairly predictably, there was no one rushing to get the kite down — we didn't want to give away the miles. Eventually, we managed to get several ropes around the whole affair, and after several minutes of grinding and heaving, we got the whole lot up on deck. Apart from that little drama, we have had a good day."

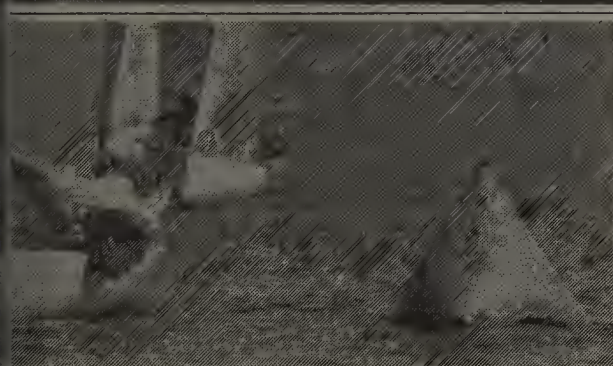
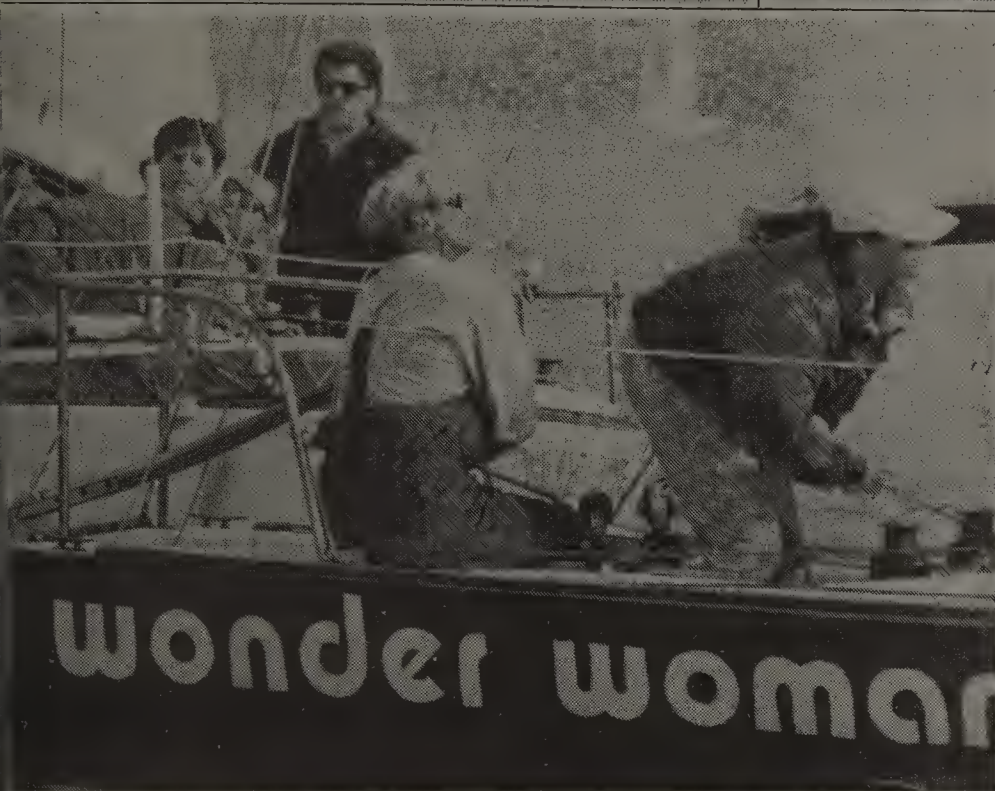
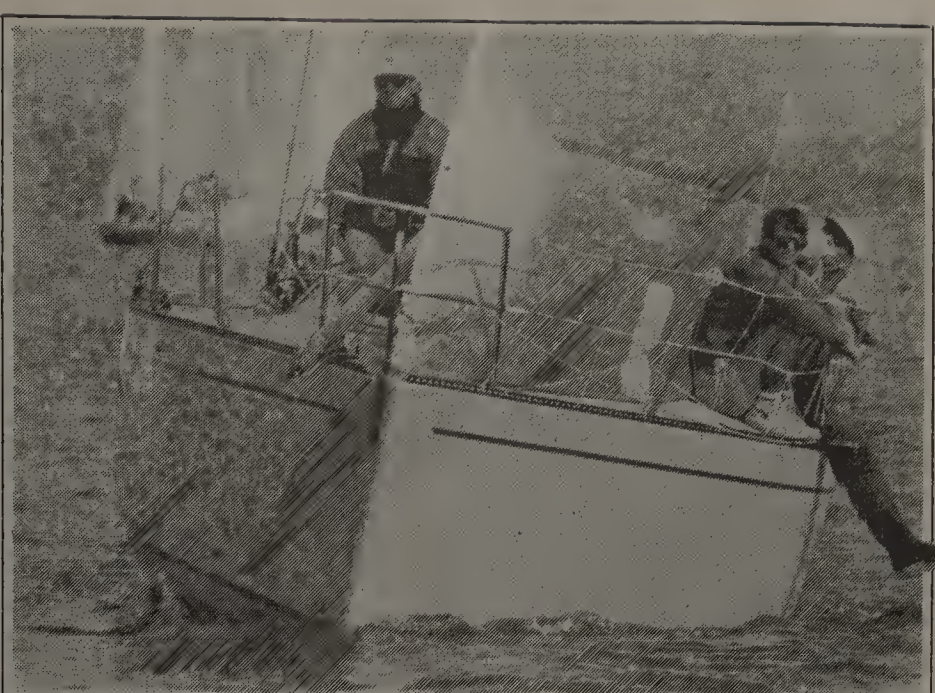
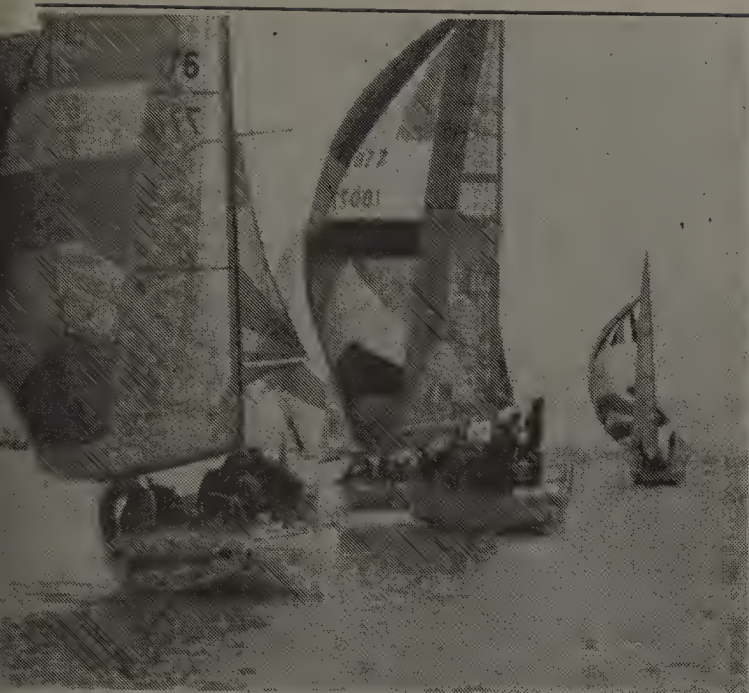
Several other boats, including both *EF* programs, had remarkably similar accidents — Cayard, in fact, lost a sail overboard during his 'little drama'. More tales of broken gear and bruised egos were certain to surface as the fleet trickles into Fremantle. Check the Whitbread web site (<http://www.whitbread.org>) for all the gory war stories.

Leg III — a mere 2,250-mile hop, skip and jump over to Sydney — begins on December 13. With the pack reshuffled in this last leg, everyone except *EF Education* and *Brunel* is still in the hunt with seven legs to go. "The whole thing will probably be decided in the last leg," pre-









*Still life on the Berkeley Circle — scenes from Saturday's lethargic BYC/MYCO midwinters. All photos 'latitude'/rob.*

*Bloodvessel* in the tough PHRF-B class. Familiar faces topped the bigger one design fleets: Kim Dincel topped the 18-boat Olson 30 class, Scott Sellers had his way with the J/24s, and Jeff Thorpe 'sabotaged' the Melges 24 contingent.

MVP honors for the day, however, went to Tom Baffico and Forest Baskett, who pushed *Baffett* to the head of the 25-boat Express 27 class for the first time in the BYC/MYCO Midwinters. "The right hand corner of the first beat was heavily favored," said Tom. "We started closest to the committee boat, tacked immediately, and sailed all the way to the starboard layline. Dave Hodges beat us to the

weather mark doing a variation on the same thing, but we passed him back on the first reach. I think we finished seventh in the Olson 30 fleet! We feel lucky to have done so well — who knows where we'll end up in the next race!"

Sunday's smaller race ('just' 59 boats) was much the same — a postponement, eat lunch, take naps, maybe throw a frisbee, get yelled at by the race commit-



# THE RACING

tee for tying up to 'X', and so on. Finally, the race started, once again to 'G'. With the wind appearing to lose its enthusiasm, the race committee motored up to 'G', dropped anchor, and ended the race after the first triangle. "Naturally the wind filled in right after that," noted Midwinter race committee fixture Bobbi Tosse. "It never fails!"

## SATURDAY, NOVEMBER 8:

DIV. A (0-117) — 1) **Arch Angel**, Antrim 27, Bryce Griffith; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 3) **Absolute 88**, Wylie 37, Keith MacBeth. (8 boats)

30-FOOTERS — 1) **Insufferable**, N/M 30, Peter Rookard; 2) **Redux**, Olson 911-S, Nick Barnhill; 3) **Jane Doe**, Olson 911-SE, Bob Izmirian. (9 boats)

DIV. B (120-180) — 1) **Zilla**, B-25, Brent Draney; 2) **Bloodvessel**, B-25, Margaret Gokey; 3) **Twilight Zone**, Merit 25, Paul Kamen; 4) **Chesapeake**, Merit 25, Jim Fair; 5) **Bewitched**, Merit 25, Laraine Salmon. (15 boats)

DIV. C (183-204) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Too Cool**, Capri 22, Bill Dalton; 3) **Freyja**, Catalina 27, Frank Van Kirk. (8 boats)

DIV. D (207-up) — 1) **Madman X H<sub>2</sub>O**, Santana 20, Steve Katzman; 2) **Jubilee**, Ariel, Don Morrison; 3) **London Calling**, Santana 22, Megan Dwyer. (8 boats)

MELGES 24 — 1) **Sabotage**, Jeff E. Thorpe; 2) **Sea Monster**, John Oldham; 3) **Holy Sheet**, Bob Dreyer; 4) **Twist & Shout**, Jessica Lord. (10 boats)

OLSON 30 — 1) **Zephyros**, Cal Maritme; 2) **Jack's Back**, Jack Easterday; 3) **Saint Anne**, Dick & Bruce Heckman; 4) **Hoot**, Andy Macfie; 5) **Dragon-song**, Tim Knowles; 6) **Corsair**, Don Newman; 7) **Speedy Gonzales**, Dave Carrel. (18 boats)

EXPRESS 27 — 1) **Baffett**, Forest Baskett/Tom Baffico; 2) **Dianne**, Steven Hodges/Dave Hodges; 3) **New Wave**, Buzz Blackett; 4) **Motorcycle Irene**, Will Paxton/Jay Lambiotte; 5) **Bessie Jay**, Brad Whitaker; 6) **Cursei**, Tim Descamps/Scott Easom; 7) **Frog In French**, Kame Richards; 8) **Andale**, John Freeman; 9) **Strega**, Timothy DePolo; 10) **Chimera**, Brett Allen. (25 boats)

MOORE 24 — 1) **Freeflight**, Pat Mitchell; 2) **Hurricane**, Adam Sadeg; 3) **Hot Rod Lincoln**, Charles Witcher. (7 boats)

OLSON 25 — 1) **Barking Dog**, Jeffrey Kroeber; 2) **Picante**, F. Chan/T. Hiel. (4 boats)

J/24 — 1) **Escalation**, Sellers/Weintraut; 2) **Pobody's Perfect**, Chris Moeller; 3) **Da Treader**, Bob Bailey; 4) **Psychone**, S. Pickel/J. Zervos; 5) **Rall to Rall**, Rich Jepsen. (15 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Fast Freight**, Bob Harford; 3) **Zarpa**, George Gurrola. (8 boats)

CAL 29 — 1) **Serendipity**, Tom Bruce; 2) **Argonaut**, Jim Garvine; 3) **Bluejacket**, Bill O'Connor. (8 boats)

## SUNDAY, NOVEMBER 9:

DIV. I (0-129) — 1) **Rascal**, Wilderness 30 mod., Pat Brown; 2) **Arch Angel**, Antrim 27, Bryce Griffith. (4 boats)

DIV. II (132-168) — 1) **Zilla**, B-25, Brent Draney; 2) **Twilight Zone**, Merit 25, Paul Kamen; 3) **El Gavilan**, Hawkfarm, Nick Nash; 4) **Freeflight**, Moore 24, Pat Mitchell; 5) **Two Irrational**, Moore 24, T. Chargin/B. Burles; 6) **Chesapeake**, Merit 25, Jim Fair. (17 boats)

DIV. III (171-up) — 1) **Temptation**, Cal 2-27, Rollye Wiskerson; 2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **Too Cool**, Capri 22, Bill Dalton. (8 boats)



Paul Miller frolics in the autumn mist in a boat called 'Hcnalee'.

OLSON 30 — 1) **Corsair**, Don Newman; 2) **Lurker**, Paul Martson; 3) **Cisco**, Gary Redelberger. (9 boats)

EXPRESS 27 — 1) **Dianne**, Steven Hodges; 2) **Salty Hotel**, Mark Halman; 3) **Mirage**, Terry Cobb. (9 boats)

SOLING — 1) **Derf**, Pete Rowland; 2) **Puffin**, John Sitko. (4 boats)

MELGES 24 — 1) **Miss Snapper**, Michael Al-dridge. (2 boats)

WYLIE WABBIT — 1) **Hare Ball**, Jim Malloy; 2) **Kwazy**, Colin Moore; 3) **Jombo**, Jon Stewart. (6 boats)

## Vallejo 1-2

The Vallejo One-Two Race, the last event of the Singlehanded Sailing Society's six-race season, started ominously back on October 19. No wind, a dense fog and a missing mark ('G' buoy on the Circle, the starting mark) greeted the fleet of 67 singlehanders. After a short postponement (during which time the RC planted a temporary mark), the fog thinned and enough wind filled in to get the 19.5-mile race up to Vallejo underway. A massive flood and large holes made for "exciting drifting," with steerageless boats bounc-

ing off buoys, bridges and moored ships.

The fleet piled up around Point San Pablo for about an hour, until the sun finally broke through and a faint southerly appeared. With the fleet restarting halfway to Vallejo, it was no surprise that the little boats did well. Doug Graham, sailing non-spinnaker on his Pacific Dolphin 24 *Big Dot*, took a popular first overall with the same twin-headsail configuration that propelled him to second place overall in the '96 SSS TransPac.

Next day's 17.5-mile doublehanded return leg back to Richmond saw quite different conditions, with adverse current and 12-18 knots on the nose. The fleet played the lefthand side of the course, pressing close to shore seeking current relief and wind shifts. A few got too close and ran aground. The bigger boats, who started earlier and had the advantage of less time in the flood, topped the standings on the way home. Harry Blake's J/105 *Limelight* was the overall winner, followed by Bren Meyer on the WylieCat 30 *Uno*.

To calculate an overall weekend winner, SSS combines the fleet scores for the



two days. This year's champ was SSS Vice Commodore Paul Miller's lovely 28-foot Herreshoff-designed Rozinante ketch *Honalee*. Paul took third overall on the way up, and crewed for his wife Dawn, who took seventh in fleet, on the way home. "It was a fun way to end a good season," said Paul, a Greenbrae naval architect and doctoral candidate at UC Berkeley. In his "spare time," Paul has signed on as an associate designer with Peter Holmberg's Virgin Island America's Cup Challenge (he specializes in the structural area, something he also did for Dennis Conner's last two A-Cup campaigns).

The '98 SSS season begins on January 24 with the always-popular Three Bridge Fiasco. If you'd like to get involved in SSS, call Miller at (415) 924-0767 for the complete spiel.

DIV. I (multihull) — 1) *Jabberwock*, Buccaneer 36, Randy Chapman, 3.75 points. (3 boats)

DIV. II — 1) *Limelight*, J/105, Harry Blake, 5.75 points; 2) *Defiance*, SC 40, Steve Pringle, 6; 3) *Ozone*, Olson 34, Carl Bauer, 7; 4) *Pegasus XIV*, Newland 368, Dan Newland, 10.75; 5) *Defiance*, Olson 34, Brian Boschma, 15. (18 boats)

DIV. III — 1) *Uno*, WylieCat 30, Bren Meyer, 2.75 points; 2) *Alchemy*, Olson 25, Dr. Joe Kitterman, 10; 3) *Moonchild*, Olson 25, Tim Kelbert, 12; 4) *Silkye*, WylieCat 30, Larry Riley, 12.75; 5) *Chesapeake*, Merit 25, Jim Fair, 13. (23 boats)

DIV. IV — 1) (tie) *Honalee*, Herreshoff Rozinante, Paul & Dawn Miller, and *Dulcinea*, Coronado 27, John Slivka, 2.75 points; 3) *Shazami*, Santana 22, Bud Sandkulla, 8. (12 boats)

DIV. V (non-spinnaker) — 1) *Santa Marla*, Santana 22, Chris Giovacchini, 4 points; 2) *Bacarat Dogman*, Peterson 34, Dave Reed, 4.75; 3) *Hawk*, Alberg 30, Wren Collins, 8. (11 boats)

OVERALL — 1) *Honalee*, 11 points; 2) *Dulcinea*, 12; 3) *Uno*, 13. (67 boats)

### Alameda YC Midwinters

The first of five races in Alameda YC's low-key Estuary Midwinters attracted just 14 boats on November 9. The fleet sailed a "Friday night type course" in light air, and then retreated to AYC's clubhouse in Fortman Marina for daily prizes (spiffy hats) and cocktails.

The series continues on the second Sunday of each month. Next time, the Columbia 5.5 Meters are threatening to field 10 boats — a "major gathering of dinosaurs," laughs new owner Chris Corlett.

SPINNAKER — 1) *Azzura*, Azzura 310, Will & Jack Matievich; 2) *Mirage*, Ranger 33, Ben Mewes; 3) *Lelo Too*, Tartan 30, Emile Carles. (6 boats)

NON-SPINNAKER — 1) *Kattepus VI*, Cal 2-27, Lou Haberman. (2 boats)

COLUMBIA 5.5 — 1) *Nefertiti*, John Notman; 2) *Jaguar*, Chris Corlett; 3) *Drummer*, Weaver/Sadeg, Sankey. (6 boats)

### Jack Frost Series

Encinal YC's five-race Jack Frost Series got off to a bumpy start on November 15, as early morning downpours and rumors of 30-40 knot winds kept many of the 80 registered boats at their docks. However, 53 diehards made it out to the Treasure Island starting line for the 1150 warning gun — and they were rewarded with no rain, comfortable temperature, and a solid 14-18 knot southerly. "It was actually a gratifying turnout considering the forecast," claimed race official Bill Stephens.

The big boats did two laps (8 miles) around a windward/leeward course set with inflatables, while the small fry only went around once (4 miles). Due to confusion regarding the color of the leeward mark, there are protests pending which may well effect the following preliminary results:

PHRF I (under 93) — 1) *Eos*, J/120, Jim Cascino; 2) *Mostly Harmless*, SR 33, Paul & Lee Bergman; 3) *Je T'alme*, J/42, Pat Nolan. (8 boats)

PHRF II (93-116) — 1) *Run Wild*, Olson 30, Mr. Scroggins; 2) *Spirit of Elvis*, Santana 35, Martin Cunningham; 3) *Cabaret*, Oyster 35, Bill Keith. (8 boats)

PHRF III (117-155) — 1) *Borderline*, Olson 911-S, Bill Charron. (3 boats)

PHRF IV (156-179) — 1) *Zarpa*, Newport 30, George Gurrola; 2) *Warhawk*, Hawkfarm, Dave Hankel; 3) *Pocket Rocket*, Mull 22, Julian Blok. (6 boats)

PHRF V (over 180) — 1) *Lyric*, Thunderbird, Jim Newport; 2) *Freyja*, Catalina 27, Larry Nelson. (4 boats)

SPORT BOATS — 1) *Owslarah*, Antrim 27, Joseph Melino; 2) *Sparky*, Mumm 30, Bill Hoffman. (4 boats)

CATALINA 34 — 1) *Starfire*, Rob Engelhart; 2) *Allegro*, John Lambert. (4 boats)

WYLIECAT 30 — No finishers. (4 boats)

LEVEL 180s — 1) *Trey Shay*, Catalina 30, John Jacobs; 2) *Mona Too*, Catalina 30, David Halaby; 3) *Snow Goose*, Santana 30, Ted Mattson. (6 boats)

SANTANA 22 — 1) *Dominatrix*, Heidi Schmidt; 2) *Orca*, Jim Schafer. (4 boats)

### Sausalito YC Midwinters

Thirty-six boats answered the starting guns off Pt. Knox, signalling the beginning of Sausalito YC's five-race midwinter series on November 2. A moderate northerly propelled the larger boats around a quick 7.5-mile course, while the other three divisions knocked off a 4.5-miler. Yellow Bluff was the weather mark and a temporary buoy off the south side of Angel Island served as the leeward mark, so the course was a reach in all directions. Using the time-on-distance method for the parade (instead of the more equitable, but slightly more complicated,

time-on-time system) naturally gave the race to the highest rating boats in each class.

Race director Pat Broderick explained, "The predicted westerlies never materialized, and I was reluctant to send the fleet up to #2 (at the entrance to Richardson Bay). There wasn't much wind there, and I remember many agonizing races in the past trying to crawl up to that mark. Subconsciously, it makes it hard for me to send boats up that way. But, who knows, maybe we could have gotten away with it that day? In midwinter racing, you're often 'damned if you do and damned if you don't'!"

DIV. I (spinnaker < 175) — 1) *Topper*, Moore 24, Rich Korman; 2) *Island Girl*, Islander 36, Frank Burkhardt; 3) *Jose Cuervo*, J/105, Sam Hock. (8 boats)

DIV. II (spinnaker, 175-258) — 1) *Amante*, Rhodes 19, Kirk Smith; 2) *Lysistrata*, Excalibur 26, Jeff Hutter; 3) *Dulcinea*, Coronado 27, John Slivka. (10 boats)

DIV. III (non-spinnaker < 198) — 1) *Roeboat*, Catalina 30, Rod Decker; 2) *Easterly*, Morgan 382, Larry Connor; 3) *Pacific Idyll*, Hunter 37, Jerome Tarpin. (12 boats)

DIV. IV (non-spinnaker, 201-264) — 1) *P-Trap*, Cal 20, Gerry Gorski; 2) *Inshallah*, Santana 22, Shirley Bates. (6 boats)

### Golden Gate YC Midwinters

The Bay Area '97-'98 midwinter racing season officially kicked off with the first of five Golden Gate YC races on November 1. Seventy-five boats, up nicely from 66 a year ago, participated in the 6.8-mile double lap around Blackaller and #6 (Fort Mason) buoys. Light westerly wind and an ebb tide were responsible for general recalls in both Division I and the J/105 fleet, but eventually the sequence got rolling. Winds built from 6 knots at the start to 10-11 at the finish — a perfect midwinter day on the Bay.

DIV. I — 1) *JackRabbit*, N/M 39, The Liggetts; 2) *High Risk*, Smith 43, Jim Mizell; 3) *Cha-Ching*, BH 41, Scooter Simmons; 4) *Sceptre*, J/130, Bob & Joan Musor; 5) *Sleeper*, Express 37, Joseph Andresen; 6) *Raven*, N/M 39, Mark Thomas; 7) *Punk Dolphin*, Wylie 39, Jonathan Livingston. (18 boats)

J/105 — 1) *20/20*, Phil Gardner; 2) *Blackhawk*, Dean Dietrich; 3) *Aquavit*, Courtney Clarkson. (10 boats)

PHRF II — 1) *Yucca*, 8-Meter, Hank Easom; 2) *Navigator*, Soverel 33, Bill Melbostad; 3) *My Rubber Ducky*, Hobie 33, Lee Garami. (10 boats)

PHRF III — 1) *Harp*, Catalina 38, Mike Mannix; 2) *Power Play*, J/29, Gordon Smith; 3) *Conococheague*, Moore 24, Collins/Gruver. (9 boats)

PHRF IV — 1) *Undine*, IOD, Adam Wheeler; 2) *Lelo Too*, Tartan 30, Emile Carles; 3) *Xarifia*, IOD, Paul Manning. (8 boats)

KNARR — 1) *Lord Nelson*, John Jenkins; 2) *Shadow*, Steve Wegner. (5 boats)

DIV. V — 1) *Yachtsea*, Santana 22, Joe Schmidt; 2) *Crazy Jane*, Thunderbird, Doug Carroll; 3) *Thea*, Folkboat, Tom Reed. (12 boats)

BEAR — 1) *Circus*, Bob Jones. (3 boats)



# RACING SHEET

## Great Pumpkin Regatta

Richmond YC's annual Great Pumpkin Regatta took place on October 25-26 while we slaved away in the basement on last month's deadline. We're told it was a sunny, light-air weekend — shorts and t-shirt weather throughout — and that the "Closing Day on the Bay" party went over well. A total of 118 boats sailed in 16 one design classes on Saturday, getting in two 'real' races before Sunday's free-for-all around both Alcatraz and Angel Island.

We won't bore you with any details of the fun-filled weekend, mostly because we don't know any. We did manage to get a copy of the results, which tells at least part of the story:

### SATURDAY, OCT. 25: 2 RACES:

CAL 20 — 1) **Ya Think**, Dina Birrell, 1.5 points. (2 boats)

SANTANA 22 — 1) **Soliton**, Mark Lowry, 1.5 points; 2) **Tara**, Jim Samuels, 5; 3) **Carlos**, RB Ward, 6. (8 boats)

J/24 — 1) **Evolution**, Dennis Holt, 1.5 points; 2) **Wolfe**, Chris Kim, 5. (4 boats)

WABBIT — 1) **Jombo**, Jon Stewart, 2.75 points; 2) **Mr. McGregor**, Erklens/Desenberg, 2.75; 3) **Tulewemla**, Mark Harpainter, 8. (6 boats)

MELGES 24 — 1) **Sabotage**, Jeff Thorpe, 1.5 points; 2) **First to Finish**, Greg Dorland, 5; 3) **Incubus**, David Wadbrook, 7. (7 boats)

MOORE 24 — 1) **Kamlkaze**, Michael Fink, 2.75 points; 2) **Fatulty**, Dave Hodges, 4.75; 3) **Mercedes**, Joel Verutti, 5; 4) **Low Profile**, Frolich/Donovan; 5) **Free Fall**, Fred Cox, 12. (16 boats)

OLSON 25 — 1) **Honey's Money**, Jay Aiken, 5; 2) **Hamburger Haus**, Jens Jensen, 5.75; 3) **Osprey**, Cooper/Wrentmore, 6. (10 boats)

CAL 2-27 — 1) **Alliance**, Foster/Conley, 1.5 points. (3 boats)

EXPRESS 27 — 1) **New Moon**, Carl Schumacher, 2.75 points; 2) **Motorcycle Irene**, Steve Highbarger, 5.75; 3) **Frog in French**, Richards/Hackworth, 10; 4) **Mirage**, Terry Cobb, 10; 5) **Bobs**, Mike Healy, 12; 6) **Desperado**, Tim Russell, 12; 7) **Pacific High**, Stan Clark, 14. (18 boats)

HAWKFARM — 1) **El Gavilan**, Nash Family, 1.5 points; 2) **Roadhouse Blues**, Torben Bentsen, 5; 3) **Predator**, Vaughn Seifers, 5. (6 boats)

OLSON 30 — 1) **Cisco**, Gary Redelberger, 3.75 points; 2) **Family Hour**, Bilafer Family, 6; 3) **Vitesse Du Vent**, Carsten Owens, 8. (6 boats)

ETCHELLS — 1) **Air Tuna**, Jim & Patrick Gregory, 1.5 points; 2) **Wild Woman**, Kers Clausen, 7. (5 boats)

J/105 — 1) **Aquavit**, Roy Steiner, 1.5 points. (3 boats)

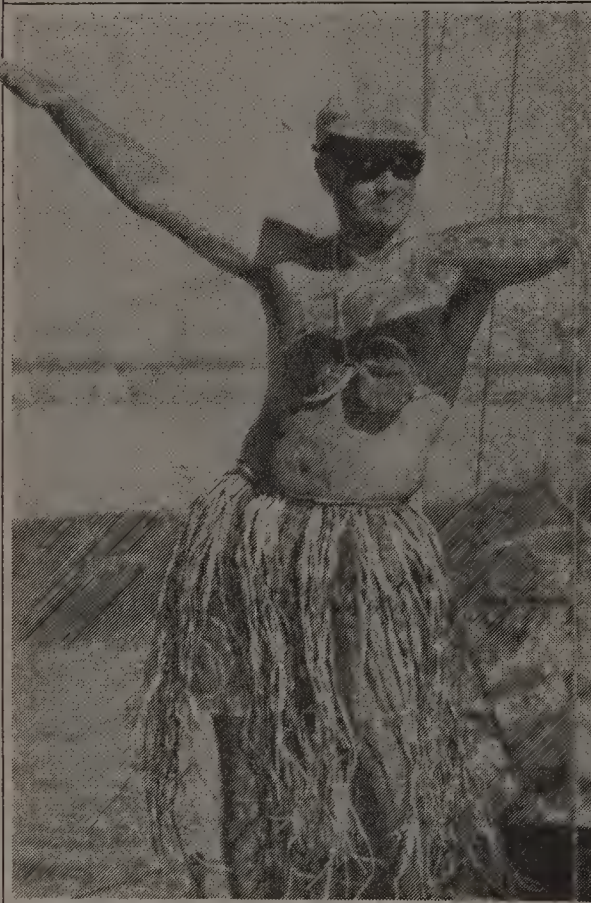
99-RATERS — 1) **Two Scoops**, Longaker/Goodwin, 2.75 points; 2) **Razzberries**, The Nesbits, 8. (5 boats)

J/35 — 1) **Kirl**, Bob George, 4 points; 2) **Jablru**, Dunn/West, 4.75. (4 boats)

EXPRESS 37 — 1) **Bliss**, Mike Grisham, 4.75 points; 2) **Spindrift V**, The Wrights, 5.75. (5 boats)

### SUNDAY, OCT. 26: PURSUIT RACE:

1) **Azzura**, Azzura 310, Jonsson/Svendsen; 2) **Peregrine**, Mumm 30, David Thomson; 3) **Sleeper**, Express 37, Joseph Andresen; 4) **Aquavit**, J/105, Roy Steiner; 5) **Raven**, N/M 39, Mark Thomas; 6) **Arch Angel**, Antrim 27, Bryce Griffith; 7) **Two Scoops**, Express 34, Longaker/Goodwin; 8) **Re-Quest**, Express



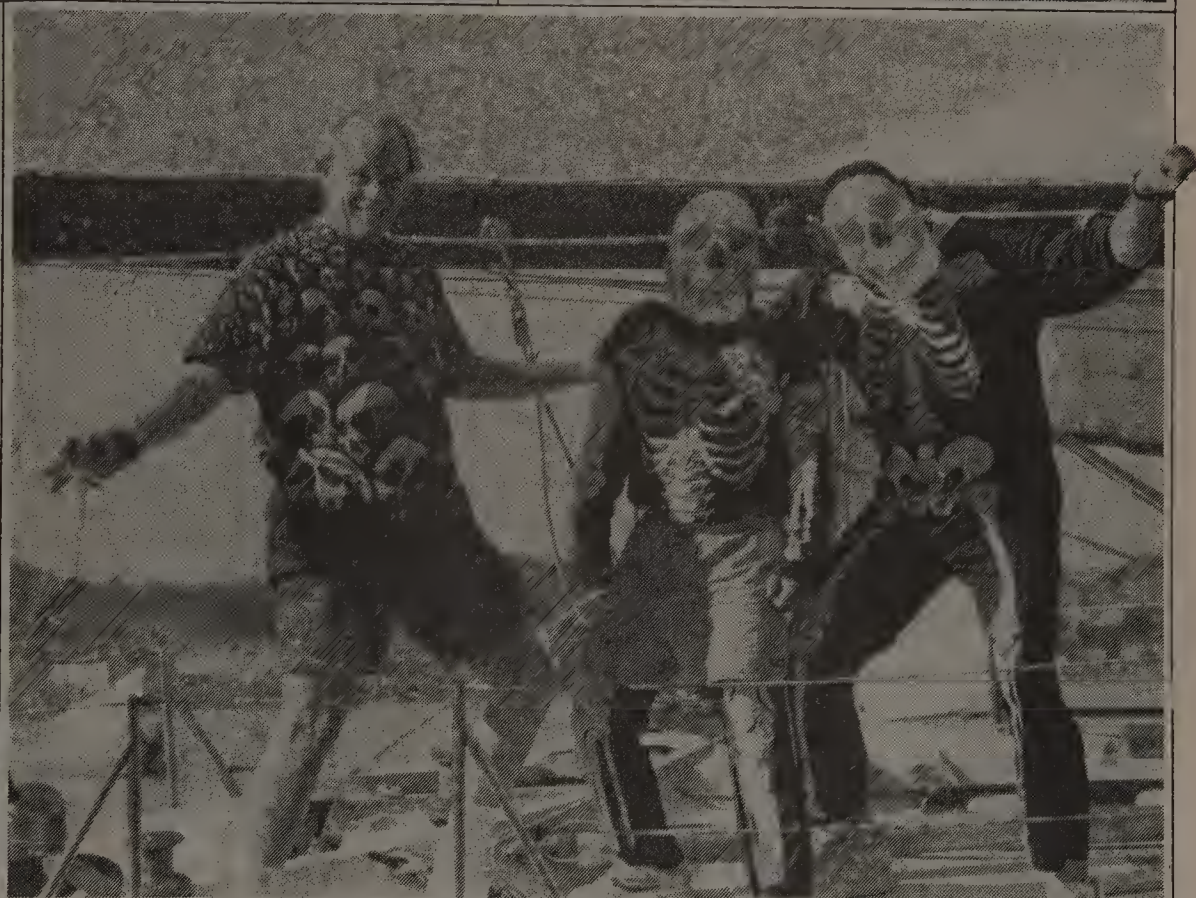
37, Glenn Isaacson; 9) #523, Etchells, Jeff Holder; 10) **Rochnante**, Express 34, Rob Magoon. (140 boats)

## Race Notes

Sale boats of the month: Veteran ocean racer Dave Sallows just sold his trusty SC 50 **Dolphin Dance** and purchased the Andrews 56 **Charisma** — apparently with an eye towards cruising! Dave sold **Dolphin Dance** to Ron Gullan and Cherie Booth, owners of Yachtfinders/Wind-seakers in San Diego. "The boat will be our 'Mexico condo' this winter," says Cherie. . . Gary and Mindy Evans of Santa

Cruz, former owners of the SC 27 **Good Timin'**, took delivery of Antrim 27 hull #5 in early November. They've named the new boat **Dos Busters** and look forward to campaigning it next summer. . . Steve Saperstein (Express 37 **Espresso**) just bought the Wylie Wabbit **Hip Hop** from San Diego. . . Bill 'National' Parks, a former *Latitude* editor, just bought the J/35 **Cosmic Muffin**. He sanded the name off the sides almost before the ink was dry on the contract, but still hasn't renamed the boat. Bill's former steed, the Islander 36 **Juggernaut**, is for sale.





**Trick or treat!** The Red Rock Regatta fleet entertained each other while waiting for the wind, which never arrived. All photos 'latitude'/rob.

Grand prix news: According to Sayonara captain Bill Erkelens, the maxis aren't likely to sail together again 'until **Antigua Race Week** (April 26-May 2). After that they'll migrate north for their Worlds in June, which will be hosted by the NYYC and include the Bermuda Race as their long distance race. "The pecking order in the class right now is *Sayonara* first, then *Morning Glory* and *Boomerang*,"

says Bill. Jim Dolan is apparently building a new S&S-designed *Sagamore*, but other than that the maxi scene is status quo.

Erkelens also mentioned that his Pacific Cup winner *Moonshine*, a custom Dog Patch 26, is for sale — and so is his dad's custom Wylie 40 *Lois Lane*, which is finally back in the water after a decade or so in Kim Desenberg's now-defunct Alameda shop. Bill is in the process of buying his old Wabbit (ex-*WPOD*, now *Mr. Bill*) back from Bill Partridge, who has bought a Cal 40 for cruising. If he weren't

so busy with the *Sayonara* project, Bill claims he'd buy an old fiberglass Thund'rbird and enter the doublehanded division of the Pac Cup again. "It's just the right boat — you couldn't lose!" he figures.

Speaking of which, the **West Marine Pacific Cup is sold out** now, with 91 boats officially entered (they accepted one more than their stated 90 limit when the last four entries came in same mail). Not only that, but the waiting list already has two boats on it! Among the latest batch of sign-ups (see box on next page) is another SC 52, two SC 40s (including West Mar-



# THE RACING

ine's flagship *ProMotion*), two lightweight Riptide 35 flyers from Seattle, two legends (*Merlin* and *Ragtime*) and the lethal-looking R/P 75 *Zephyrus IV*, which suffered a mysterious gravity storm in the "other race to Hawaii" last summer. We've heard of a half dozen more hot racing boats that claim they're going, but haven't plunked down their money yet — let the bribery and politicking begin! Call PCYC commodore Julie LaPlant at (510) 524-3108 for more details about next summer's sure-to-be epic Pacific Cup.

More sale boats: Jim Winterbottom of Monterey Peninsula YC sold his Olson 30 *Wind Spirit* to Michigan and bought the SC 40 *Revelry*. . . Dean Daniels, who campaigned the SC 33 *Paladin*, has "gone one design," switching to a gray Olson 30 which he bought from Seattle. . . We keep hearing rumors that *Pyewacket* owner **Roy Disney** is going to build a new turbo sled along the lines of *Zephyrus IV*. That would make sense, but no one close to the project is talking.

Random race results: **Linda Elias** of Long Beach YC, with Betty Sue Sherman calling tactics and an almost all-woman

heavily-used Catalina 37s will get new rudders, new Ullman genoas and new bottom paint before the next season.

Back on the Olympic trail: **Jeff Madrigali** dusted off his Soling, took it over to host Bay View Boat Club on October 26-27, and pounded a mostly local 11-boat fleet to win the **Soling PCCs**. Madro sailed with Craig Healy and Hartwell Jordan, the duo who will accompany him on his upcoming Olympic bid. Last year's PCC winner, John Walton of San Diego, was second in the light-air, 3-race series. "No one ran out of beer, nothing broke and everyone had a good time," reported BVBC's John Super. "There was a report of a fingernail injury caused by an uncooperative pop-top, but this report was unconfirmed."

From there, Madro jetted off to Hong Kong in early November to do some Etchells racing with **John Jansheski** and Mike Condon. Sailing the former's *Ice<sup>2</sup>*, the trio won the light-air China Championship (a tune-up for the Worlds) and then placed a respectable fifth out of 32 boats in the **Etchells Worlds**. Their 10.9,DSQ, 1,1,5 record reflects some upwind speed

Logan (*Blue Chip*) as the lone local buyer of what is arguably the hottest design in the country.

Where the elite meet: Probably the hottest regatta in the country last month was the inaugural **Corel 45 Worlds/Farr 40 Gold Cup**, an 11-race moderate-air series in Fort Lauderdale. *Atalanti X*, a Greek entry steered by Ken Read with tactics by **Robbie Haines**, took top honors in the highly competitive 9-boat fleet. Remarkably, 8 of the 9 boats had bullets — everyone had a shot at the title! Second went to *Titan* (Terry Hutchinson/John Kostecki); third to *Indulgence* (Russell Coutts). . . Meanwhile, the Farr 40s concurrent Gold Cup marked the first time this group has raced as a class. *Solution*, owned by John Thomson (who won individual honors at the '96 Kenwood Cup with *Infinity*) and steered by Gary Knapp, ran away with the series. *Hissar* (Tom Lihan) was second, while **Zamboni** (Doug Taylor/Jeff Madrigali) took third. "The 45s were way, way more competitive than the 40s," reported one of our East Coast spies.

Show me the money: #1 ranked player Peter Gilmour won the **Nippon Cup** for the fifth time, beating Ed Baird 2-1 in the finals. Gilmour took home \$24,000 of the \$56,000 pot — not bad money for a few days work! . . . Russell Coutts scraped out a 3-2 victory over young Kiwi newcomer Dean Barker in the \$90,000 **Steinlager Line 7 Match Race Grand Prix** in Auckland. Barker, 24, is part of the much-ballyhooed "match racing dynasty" forming in New Zealand. Another Kiwi youth talent, 25-year-old Gavin Brady (who was sailing for Hong Kong this time) was third. . . Homeboy Peter Holmberg won the annual **Bitter End YC Pro-Am Regatta 3-1** in the finals over Harold Cudmore. Peter Isler, no sailing dummy, was third in this plush Grade II event, followed by fellow San Diego sailor Mark Reynolds. . . Next up on this rarified circuit is the Virgin Islands International Match Race in St. Thomas, a Grade I event slated for December 3-7.

Here and there: Earl Sonnier of New Orleans, representing Area H, won US Sailing's National Offshore Championship for the **Lloyd Phoenix Trophy**, sailed early last month in Navy 44s at the Naval Academy in Annapolis. Alamitos Bay YC member **Keith Ives**, representing Area J (SoCal) was a close second; Area G (that's us) was a no-show, as usual. . . The **US/Japan Intercollegiate Goodwill Regatta**, held in Club FJs out of Newport Harbor YC on November 28-30, will be barely over as this issue hits the docks. After losing badly in Japan last year for the first time in years, our US collegiate all-stars will

## Latest West Marine Pacific Cup Entries\*

<u>Yacht</u>	<u>Type</u>	<u>Owner</u>	<u>Homeport</u>
<b>FULLY CREWED DIVISION</b>			
TBA	TBA	Paul Kaplan & Josh MacLean	Belvedere
TBA	TBA	Alan Trimble	Mercer Island, WA
TBA	TBA	Jim Kerr & John Spurrier	Seattle
<i>Ripple</i>	Riptide 35	Jonathan McKee	Seattle
<i>Terremoto</i>	Riptide 35	Robert Alexander	Seattle
<i>Witchcraft</i>	NZ 37	Dawn Redman	Portland
<i>Breila</i>	Contessa 38	Michael Whitby	Vancouver, BC
<i>ProMotion</i>	SC 40	West Marine	Santa Cruz
<i>Solution</i>	SC 40	Fred Hibberd	San Francisco
<i>decade.com</i>	Newport 41	David Heller	Sausalito
<i>Acey Deucey</i>	J/44	Richard Leute	Sausalito
<i>Axel Heyst</i>	Custom 50	Heath Wells	Sausalito
<i>Bounty</i>	S&S 52	Dan & Sue Sprading	San Francisco
<i>Rosebud</i>	SC 52	Roger Sturgeon	Santa Cruz
<i>Camelot</i>	Hunter 54	Howard Shaw	Portland
<i>Ragtime</i>	Spencer 62	Scott Zimmer	Newport Beach
<i>Merlin</i>	Lee 69	Donn Campion	Santa Cruz
<i>Zephyrus IV</i>	Reichel/Pugh 75	Robert McNeil	Portland
<b>DOUBLE HANDED DIVISION</b>			
<i>Free Orca</i>	TBA	Michael Reppy	Sausalito
TBA	TBA	Charlie Roskosz	Santa Cruz
TBA	TBA	Gosto Nilson & Chris Calkins	West Linn, OR
TBA	Olson 30	Frank Delfer	Lebanon, NJ
<i>Sea Saw</i>	Wyllecat 30	Pamela & Allen Bray	Reno, NV
<i>Azzura</i>	Azzura 310	Svendsen's Boat Works	Alameda
<i>Slipstream</i>	Farr 33	Greg Morris & Bruce McGill	San Francisco

\* as of November 22 (See last month for full list)

team (they had a male bowman), won the **Catalina 37 Nationals** on November 15-16 over an 8-boat field. The racing was "surrealistically" close, with the outcome of the five-race series being decided on the tiebreaker. Finishing second was Walter Johnson/Bill Durant, third was defending champion Dave Millett, and fourth went to sled sailor Peter Tong. The

problems in the heavier early going, as well as a disaster in the third race for tacking too close, Danish sailor Paul Richard Hoj-Jensen won the event, followed by three Aussies — Colin Beashel, Noel Drennan and John Bertrand. . . Speaking of Condon, both he and Robert Shaw recently backed out of purchasing **Farr 40s** for "personal reasons," leaving Walt



be out for revenge, and are favored to win. . . Fort Worth Boat Club (Texas) won the **St. Petersburg YC Trophy**, emblematic of excellence in race management, for doing a bang-up job on the '96 J/22 Worlds. St. Francis YC still hasn't won this prestigious honor, probably more a reflection of the apathy of their competitors than the quality of their regattas.

Coming attractions: Next September's **Around Alone Race** (formerly the BOC Challenge) has chosen Auckland as the midway stopover port. The previous four editions of the solo-marathon have gone into Sydney. "That city has been good to us in the past," noted spokesman Dan McConnell, "but they're currently preoccupied with the 2000 Olympiad." . . . For the first time since it was introduced in 1957, the **1999 Admiral's Cup** won't include the Fastnet Race as its finale. A 400-mile race to Wolf Rock, off Land's End, will be substituted. Mumm 36s have been retained as the little AC boat, and the IMS big boat class is essentially the same. However, a 40-foot one design, to be selected in early 1998, will replace the faltering ILC 40s.

Random notes: The talented **McKee**



*Catalina 37 national champion Linda Elias, seen here after the TransPac with her husband Mike.*

**Brothers** of Seattle have been named the US Olympic Committee Athletes of the Year. Both prior Olympic medalists, Jonathan ('84 gold in the FD) and Charlie ('88 bronze in the 470) had a tremendous year in the new 49er class. They appear to be

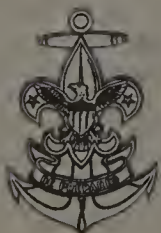
on pace for another medal at the 2000 Olympic Games in Sydney Harbor — you read it here first! . . . San Diego sailmaker Vince Brun just won the **J/24 Worlds** over a 53-boat fleet in Buenos Aires, Argentina. StFYC will host the next edition of the J/24 Worlds on the Berkeley Circle in July. The following local skippers have already qualified based on the '97 summer season (43 races, 8 throwouts): Tim Duffy, Jeff Littfin, Brian Goepfrich, Phil Perkins and Seamus Wilmot. **Seadon Wijsen** is already in by virtue of winning the District 20 Championship last May.

Opinions unlimited: Multihuller **Peter Hogg** checks in with the following Whitbread Race factoid, culled off the internet — out of the 108 sailors on Leg II, one quarter of the fleet (**28 sailors**, to be exact) hails from New Zealand. Other countries represented are England (17), United States (13), the Netherlands (10), Australia (9), Sweden (8) France (5), Norway (4), South Africa (4), and seven other countries with one or two each. "This is further proof that Kiwis are the best off-shore sailors in the world," claimed Hogg. "On the other hand, maybe there's just not a lot to do at home?"

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# CHANGES

With reports this month from **Gumboots** on dental work from La Paz to Tonga; from **Bigfoot IV** on Costa Rica; from **Peggy Brooks** on surviving Force 10 winds and seas in the southwest Pacific; from **Footprints In The Sand** on living the cruising life from Morro Bay to Hanalei Bay; from **Inertia** on half a circumnavigation; from **Different Worlds** on the Galapagos and Easter Island; from **Elyxir** on ineffective bottom paint bought in Panama; from **Nepenthe** on grumbling about the checking in game at Western Samoa; and **Cruise Notes**.

## Gumboot — CF 37

### The Crum Family Third World Dentistry, (Marlborough, New Zealand)

When we set out to cross the Pacific to New Zealand, one of the things we hadn't anticipated were dental problems.

But while speeding down the coast in Baja Ha-Ha III, my tooth broke into pieces after I bit into something hard. When we got to La Paz, I found a dentist's office on a dusty street near the dinghy dock. The 'office' was really just the back room of the guy's house.

When I walked into the room, I noticed someone in the corner watching children's cartoons on television. This was the dentist. Each of the three times I visited him, I found him watching his favorite cartoons. I never saw another patient in his office.

The dentist examined me and told me that I needed a root canal. At first I wasn't overly confident, but like all the dentists, he had the framed certificates on the wall with all the important-looking lettering. So I went ahead with the procedure — as soon as *Sesame Street* was over. All went fine — and the \$150 fee was much less than it would have been in the United States.

A few months later, while in Oaxaca, Mexico, Jennie's front tooth cap came off. The cap had been there since

*Open wide! If there's anything more fun than going to the dentist, it's having your wife play dentist while in the Marquesas.*

childhood, and I just couldn't get used to her looking like a female Alfred E. Neuman. So we decided to look for a dentist in Puerto Escondido. We found one sitting on the front steps and chatting with everyone who was passing by. He posed for a photo and looked strangely like a Mexican version of Steve Martin, the sadistic dentist in *Little Shop of Horrors*. But 15 minutes later Jennie looked as good as new. Even the color of the cap was right.

While in the Marquesas, my gold crown of 20 years fell out. I tried to glue it back on with underwater epoxy. In order to get a good seal, I bit down hard on a pencil while the epoxy set. Everything was fine until I opened my mouth — and discovered the pencil had become glued to my tooth. I could see how this could seriously impair my eating, something I enjoy doing. But soon the pencil came out — and so did my tooth.

When we got to Tonga, I decided to get the crown put back in properly. I heard about a yachtie dentist who could do the job. The dentist turned out to be Devon, who'd left San Francisco years before with his wife Sunny aboard their Valiant 40 *Second Chance*. They have a floating dental clinic with all the equipment necessary for 'bush dentistry'. Devon used a Mag Lite on his head while he positioned my head in his lap. His wife/assistant used a household wet/dry vacuum cleaner with an adaptor to suck the stuff out from my mouth. The vacuum was loud and powerful. Devon drilled three pins in my tooth and put a temporary cap on. It was painless — although he had no laughing gas.

We've found that dentists are pretty much the same everywhere. They all expect you to talk — even though your numbed mouth is stuffed with cotton and drooling saliva. But we had pretty good results and it was much cheaper than it would have been in the States. Best of all, we didn't have to wait weeks for an appointment, and we didn't have to kill time in waiting rooms reading



about fad diets, celebrity scandals, and listening to Barry Manilow.

— the crum family 11/15/97

## Bigfoot IV — Morgan Out-Island 41 Harry & Melly Gorman Costa Rica (Seattle)

We were preparing to leave Costa Rica's Gulf of Nicoya when we last wrote in mid-March. Just prior to leaving, we were able to get our hands on the February issue of *Latitude* courtesy of the good folks aboard *Tradewinds*. They wanted it back, however, and we were headed in opposite directions. So we arranged a rendezvous, and using our trusty boat hook, managed to return the magazine while at sea! Once you leave Mexico, *Latitudes* are hard to come by.

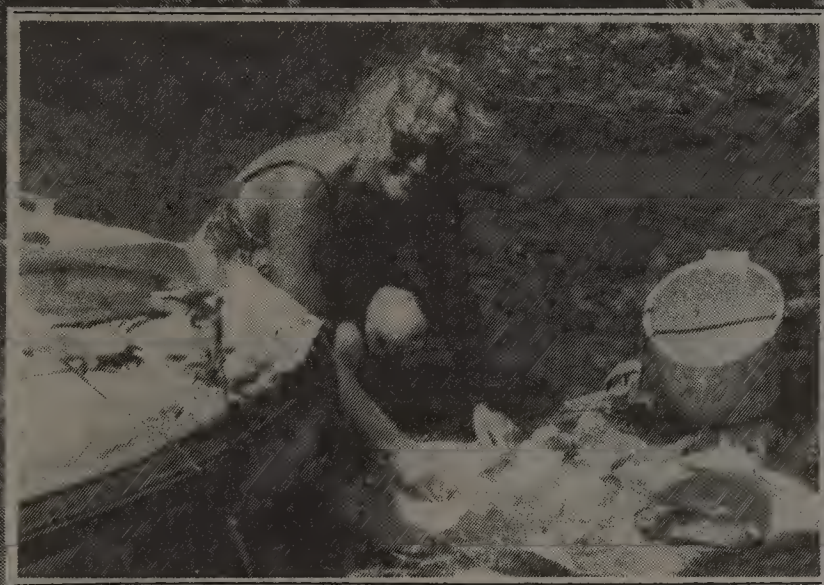
Our first stop was Isla Tortuga, which had the clearest water we've seen in Costa Rica. The visibility still wasn't very good, but at least we were able to do a



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**Spread; Harry doing the Robinson Crusoe thing at Bahia Drake, Costa Rica, while a nearby Melly does the woman's thing — laundry!**

tank dive. We're told the anchorage isn't always very pleasant, but it was nice while we were there.

We'd enjoyed our stop at Bahia Ballena so much on our way down, we decided to return for a few days before continuing south. I caught a 42-inch dorado on the trip over. After a few days we headed to Bahia Herradura, and had a lovely five-hour sail. We'd heard the snorkeling would be good from our friends on *Bon Ami*, but when we got there the theme song of *Hawaii Five-O* was going through our heads. The surf was definitely up. Generally speaking, Costa Rica has much better surfing than it does diving.

After a rolly night, we continued on to Quepos. It would have been a pleasant seven-hour sail — were it not for the fact that we were swarmed by bees! We dove

below and covered the hatches with screens as quickly as we could. The bees completely covered the mizzen mast boot cover and the rails of the aft sliding hatch. It was very creepy! We hoped they'd just leave, but after 20 minutes there were even more of them. We had to do something as the boat was still sailing under autopilot and we'd soon be making landfall at Quepos.

Harry attired himself in a long sleeve shirt, long pants, gloves, and socks. Then he put on the 'bee hat' we'd fashioned from screen material and twine. He attacked them with a spray solution of bleach and water — we don't keep insecticides on the boat because of Ag our cat. The bees began to leave and except for a few rogues were gone in 20 minutes.

The word on Quepos is that it's a dirty commercial port so we weren't expecting much. We arrived during *Semana Santa* (holy week), so things were really hopping. We tied our dinghy to the main pier and made the half mile

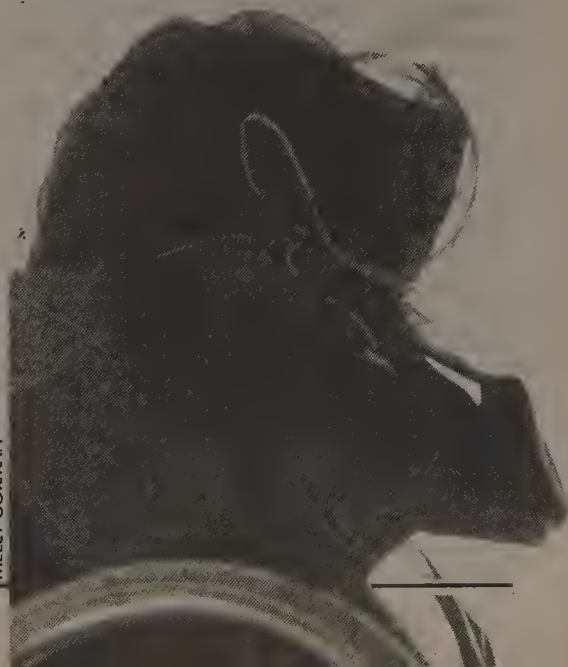
walk into town. It turned out to be a lovely place with lots of shade trees and benches where you could stop and rest. Quepos has lots of little stores and restaurants, so the provisioning and eating were good — although expensive. There was even an Italian deli that made fresh pesto each morning; since I'm a pesto fanatic, it really made my day.

The main anchorage turned out to be too rolly for us, but not ready to move on, we moved to a small cove near Punta Quepos. It was very pretty, much quieter, and only a five-minute dinghy ride to the pier. There are three groups of rocks in the cove, so it's best to go in at low tide. If you enter at mid or high tide, be careful and sound wherever your boat might swing.

The only time we were boarded by the Costa Rican Maritime Police was at Quepos. They were very friendly, courteous and unarmed. They told us we needed to see the Port Captain the next day, which would be Sunday. 'Oh,' we thought to ourselves, 'overtime.' The port captain turned out to be as nice as he could be and there were no fees! We had less success with the local dive excursion guide. He had the only dive compressor around, but he wouldn't fill our tanks. So we snorkeled.

Since we were so close, we decided we had to visit the famed Manuel Antonio National Park. The bus ride though the

**If this photo is a little indistinct, it's because Harry Gorman has wrapped his head in a screen prior to battling a swarm of bees.**



MELLY GORMAN



# CHANGES

jungle and up steep and windy roads before dropping down to the beach and park was fun. Alas, the park is closed on Mondays! So we took our boat over to the park anchorage the next day and spent a lovely day walking around looking at the monkeys, sloths, iguanas and all kinds of birds. In April of '97 the entrance fee was \$6 U.S. each. While the park has a great beach, the anchorage is rolly — so we moved back to our little cove just around the corner.

We had a great time at Bahia Drake, our next stop, especially in the river. We took our dinghy up the river everyday to go swimming in the fresh water. We even did the laundry — although Harry took photos and keeps threatening to send them to *Laundry World*. Apparently the water gets murky once the rains start, but it was fine while we were there.

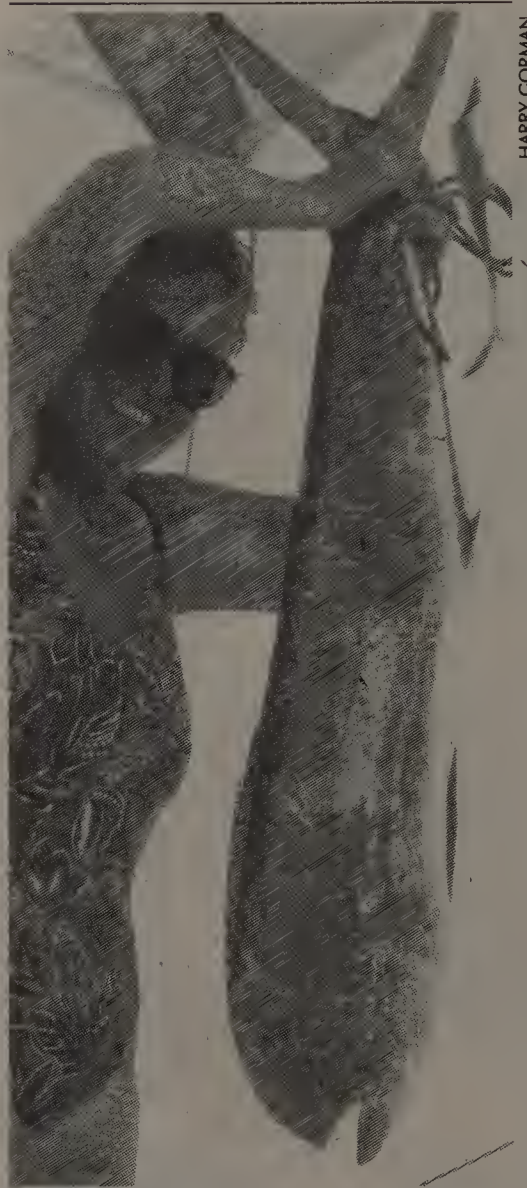
Bahia Drake has many fine hiking trails and horseback riding is available. There are three lodges fronting the bay, and one night we made arrangements for dinner at the Drake Bay Wilderness Camp along with the crews from *Dos Equis* and *Moto*. One lodge said they would fill our tanks for \$10 U.S. each. We decided to settle for snorkeling, thank you, as that air must be a little too pure for us.

We didn't make the trip to Isla Caños, but other cruisers report that it's a gorgeous place to snorkel and dive. A few said it had the clearest water they'd seen in Costa Rica.

After an overnight sail, we pulled into Puerto Jimenez, which is just across from Golfito in the Golfo Dulce. Jimenez is a good alternative for those not wishing to take their boat into Golfito itself, as there is a ferry that runs between the two towns. We came ashore at Doña Letas, a small resort owned by an older *gringa* woman from California who was generous with advice on where to find things. At the time, the couple from *Anatasia* were there helping her run the resort.

There are no banks in Jimenez, but there are places to cash Traveller's checks and change money. The provisioning was fairly good and the restaurants were inexpensive and served good food. The anchorage is calm and far enough into the gulf so that no swell reaches it. The holding is good on a narrow shelf.

We'd heard some pretty bad things



HARRY CORMAN

Melly holds up the big dorado she caught and landed near Bahía Ballena, Costa Rica.

about Golfito, so we thought we'd check it out. If you want to get things stirred up on the Papagayo Net, just ask for opinions on Golfito — you'll get your ears full. But it will be like three blind men trying to describe an elephant. Our favorite comment? "The thieves grease themselves up and swim out to your boat. If you try to grab them, they slip right through your fingers."

While Golfito isn't the cruising delight it apparently once was — the famous Jungle Club has been closed for years — we feel it's getting a bad rap. There is a significant current that runs parallel to shore, but we handled it well enough to anchor just off the floating dock for Samoa del Sur. You can't miss this place because it has two large pointed metal tipped thatched roofs. "It looks like Madonna's bra," says Harry. The resort is owned by a very nice French family — who were very forthcoming about the

problem of dinghy and outboard theft. They asked us to please take the precaution of locking our outboard and dinghy to our boat at night.

The thieves are mainly after the outboards. We have davits and always hoist our dinghy at night. But in Golfito, we took the added precaution of putting a chain through the outboard handle and locking it to the boat.

Samoa del Sur has a variety of services available, including telephone and fax. They also have a night watchman on the dock, and each evening we'd bring him some goodies such as sodas, beer, cookies or fruit. After tying to the floating dock, it was a short walk into town.

It turns out there's a place in Golfito — *Servicios Tierra Mar* — run by a *gringa* named Katie that has all kinds of services for cruisers. In addition to a telephone and fax they have a laundry service and just about everything else you could imagine. *Tierra Mar* is located next to the Eagle's Roost marina. Golfito has most everything you need to provision, but you have to make the rounds. They even have a duty free zone, but it has little more to offer cruisers than great prices on wines and some toiletries we hadn't been able to find elsewhere.

Needing some medication we couldn't find in Golfito, we decided to take a bus to Ciudad Nielly. What a trip that turned out to be! Foolishly, we just stepped aboard the first Ciudad Nielly bus we saw — and it took us on a 2½ hour trip during which time we passed — on a bumpy road — every palm oil plantation in Costa Rica.

Ciudad Nielly is a good sized town with a large modern market. We had some lunch, did some shopping, found the medicine, then caught the bus back to Golfito. This bus stayed on the main highway and the trip only took 45 minutes.

Checking out of Costa Rica at Golfito was easy — although the hours posted on the Port Captain's office don't mean much. So if you can find the elusive Port Captain, you can get your *zarpe*.

Costa Rica is a nice enough country to pass through, but if you're looking for a great cruising destination, think Panama! We could have easily spent six months between the Costa Rican - Panama border and the Canal. We'll tell



you about it next month.

— harry, melly & ag 10/15/97

**Polly Brooks — N/A**  
**Kirk McGeorge**  
**Madang, Papua New Guinea**  
**(Honolulu)**

Having finally reached my goal of earning my Australian Master's ticket, I set sail up from Cairns, Australia, last March to join my wife — who had been recruited to take over as Captain aboard *Melanesian Discoverer* last December. She takes the vessel on extended expeditionary cruises all around New Guinea with up to 46 passengers in complete luxury — but that's another story.

The three week, 1,000-mile sailing passage from Australia was loads of nautical fun. We caught a few big fish, visited some beautiful places, and met heaps of interesting people. But we certainly had to pay our dues to Neptune in order to get here. My personal 'battle of the Coral Sea' took place when cyclone *Justin* — said to be the worst storm to hit Queensland in the past 40 years — whipped up only days after our departure. Several vessels and many lives were lost. This included the vessel *Princess Charlotte*, which went down with all hands just a few hundred miles away.

As it was cyclone season, I studied the weather for weeks prior to our departure, and I broke in our new — and green — crew, Nathan and Justine, with the initial 500-mile leg to Samarai. I was expecting big seas from the remnants of cyclone *Gavin*, which had already fizzled-out near Fiji, and the only anomaly appearing on the weatherfax was the monsoon trough which was swinging down to about 10°S. We only needed a seven day window in order to reach the safety afforded by the middle latitudes in the Solomon Sea, so I made the decision to set sail on March 1.

Once outside the Great Barrier Reef, sailing conditions were delightful! But by the third day — and the third reef in the sails — things deteriorated rapidly. The wind grew in ferocity as the seas built with three distinct wave patterns! Thankfully, *Justin* appeared to be veering. With both barometers showing little change, we motored, with the wind on our port bow, with bare poles toward the China Strait.



COURTESY PEGGY BROOKS

**When he's not dodging tropical cyclones, Kirk McGeorge can reel them in, too. He hauled this one aboard his Honolulu-based 'Polly Brooks'.**

Over the next few days, the weather progressively got worse to the point where cooking and sleeping became impossible. Occasionally the boat was violently hit by explosive waves, which literally broke doors off their hinges, dislodged shelves, forced a framed mozzie screen through the port's gasket(!), and created leaks everywhere. Water seemed to find its way through every deck fitting to soak the interior of the boat. The bunks got it first, followed by the VHF and short-wave radios. The cabin sole soon became wet with an oily 'stew' of seawater, human sweat, and kitty litter.

The pleasure cruise I'd sold my crew on was anything but pleasurable. But since neither of them had ever sailed bluewater before, and since I'd maintained relative composure, they assumed it was 'normal' for a sea cruise. The steady barometers were our only

source of comfort.

By the sixth day, the conditions had escalated to Force 10, during which time the mountainous waves were being decapitated by the howling wind. By then we were all exhausted, and remained cooped-up and in wedged positions in the steamy cabin while letting the autopilot, engine, and drogue do all the hard work. Spirits were high, though, as we only had 20 miles to go to reach the sheltered waters within the China Straits. Then the engine started coughing!

I instantly hit the engine controls to reduce speed. When I uncovered the engine, I was immediately soaked by the oily water being thrown all over the cabin by the flywheel. As I stared at it in exhausted disbelief, the engine died altogether. Conditions were too rough and I too fatigued to deal with the ol' Volvo. Wondering what old Popeye would have done at a time like that, I got Justine to work the manual bilge pump while Nathan and I harnessed-in and went out on deck to bend on a little sail. We had no choice but to sail our way out of the mess we were in.

Once on deck, the world appeared to be in pure rage. The waves appeared to be three times as tall as the boat was long, and she teetered over the crests and plowed down into the troughs. The top of each wave greeted us with huge gusts of wet wind and a panorama of breaking seas for as far as our eyes could see. It was very intimidating, but we had a job to do.

The hardest part was straightening out the 'Chinese finger puzzle' that the four halyards had become around the mast after days of running under bare poles. With numb minds, we lashed ourselves to the mast, craned our necks back to look up, while clinching lines in our teeth. We thus tried to do rope tricks while keeping an eye out for the furious waves that threatened to break our ribs — or worse — should we lose our footing and/or grip. We eventually hoisted a double-reefed mainsail. Then we wrestled our smallest staysail to the foredeck and somehow managed to get it hanked-on and hoisted. It took us nearly four hours, but we got her sailing and back on track.

We sailed through the China Straits just after dark, and finally dropped the hook near Samarai. We were safe and



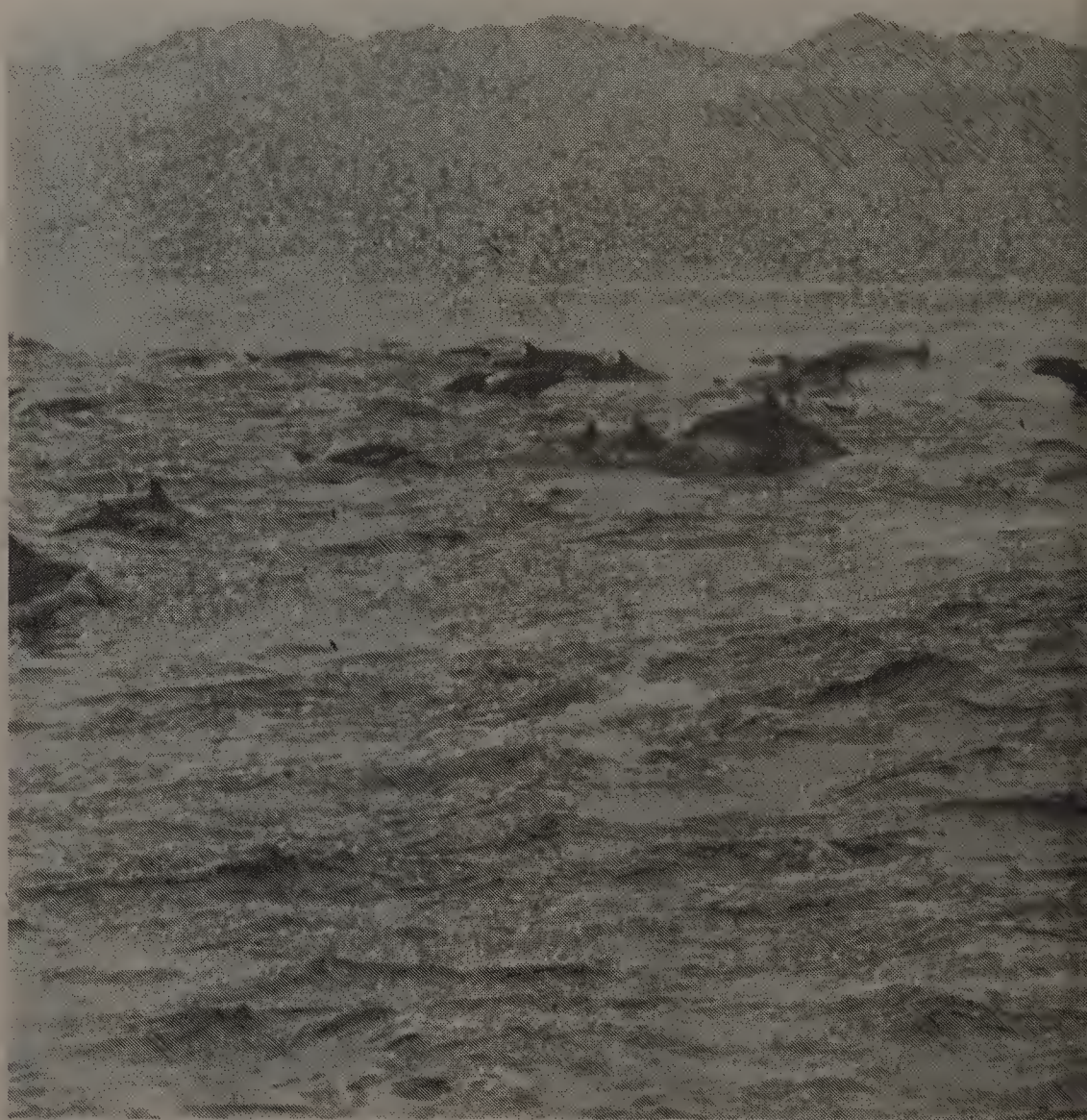
sound after fighting the meanest conditions I've had to deal with in my 22-year sea-going career. We immediately broke out the wine and toasted ourselves into hysterics — before exhaustion overcame our soggy, filthy bodies.

Don't ever let someone tell you that life at sea is always easy. The next morning revealed the staysail torn beyond repair, broken stanchions, cracked storm windows and our little red dinghy smashed to pieces where it had been lashed on the foredeck. I coaxed the engine back to life, went for a swim, and savored our first hot meal in nearly a week. Then we motored overnight into Milne Bay and cleared customs in Alotau. A government official there told us we couldn't dispose of our plastic rubbish there. "Throw it overboard 'out there' when you leave," he ordered.

We dried the boat and waited out the storm for a week in Alotau. It wasn't bad duty as the locals gave us a hero's reception, with constant dinner invitations, and free use of their facilities and workshops to service our starter and alternator. The telephones were down throughout the country, so we remained out of communication until we arrived in Madang after a boisterous sail into the Bismarck Sea — exactly three weeks after departing Cairns.

The first television we saw was a live news report from the Cairns Pier Marina — showing the very dock we had cast-off from. Or at least the site of it. The dock had just been completely destroyed by *Justin* as she slammed into the coast! Nathan and Justine flew home a few days later, and I joined my wife for a month of cruising in style aboard *Melanesian Discoverer*. We had a two week voyage up the mighty Sepik River, followed by two weeks exploring the Trobriand Islands. It was the perfect remedy for a weary sailor!

In retrospect, I believe the only thing I could have possibly done differently would have been to delay our departure two months and have waited out the southern cyclone season. This would have lessened our chances of having to deal with such a nautical nightmare. Yet rogue storms have a way of showing their ugly faces at any time of year. We certainly would not have left port had there been any indication of a cyclone brewing, but at least we were prepared



for one. I also believe the dinghy may have actually acted as a sacrificial wedge, that may have protected the boat from the brunt of the relentless pounding of waves, — some of which engulfed the yacht completely.

So there you have it — a boat can survive a name change, and a boat can even survive a cyclone — so long as it has the same name as your newest crewmember. But only if she's well-built, maintained, and looked after. The boat, not the crewmember, of course.

Our next stops? Bali and Phuket, Thailand. But only during the 'right' seasons!

— kirk 8/15/97

**Footprints In The Sand — Cat. 30**  
**John Morris Retyloff**  
**The Cruising Life**  
**(Hanalei Bay, Hawaii).**

I'm not sure where to start — or where this will end — but I got hooked on *Latitude* about 10 years ago while working for Stockdale Marine in Sacramento and while taking coastal and celestial navigation classes. I also worked at the Foredeck in Sacramento,

during which time I became familiar with boats.

I moved to Morro Bay in '91 and bought my first sailboat — a '65 Rawson 26. I got the boat and a liveaboard slip in Morro Bay State Park for \$2,500. What a deal! I then got an offer to live aboard a Catalina 30 that was for sale if I'd let the boat have the use of my slip. I not only agreed to the offer, but ended up buying the Catalina after living aboard her for six months. So I was a two-boat owner for four years in the Morro Bay area.

During this time I did a cruise up the Sacramento River, making stops along the way at San Simeon, Monterey, Santa Cruz, Half Moon Bay — and the Suisun Bay sand bar. I would cruise the Catalina during my days off, then return to my other boat in Morro Bay when I had to work.

I had my first confrontation with the Coast Guard while I was aground in the Delta. A passing Coast Guard vessel took notice of the fact that my young female companion was enjoying the sun *au naturale* while we waited for the tide to





LATITUDE 38/ANDY

**When people, paperwork, and modern life become too much a hassle, it's time to head to sea. Unlike humans, dolphins never let you down.**

lift us off. The Coasties insisted that the boats passing by should stop to assist us, and eventually sent *The Channel Hawk* to try to break our keel free from our hull — and charge us \$200 for the first 20 minutes! I finally got up the nerve to tell them all to go away and let me sail off when the time came. And that's what we did a couple of hours later.

After sailing up to Rio Vista and anchoring, I returned to Morro Bay and work. Soon I got a call from the Coasties saying that my boat had been broken into and that I should move her as soon as possible. When I returned to my boat, I found that the latch had been broken off — but that nothing was missing, not even the cash I'd left laying on the table. I suspect the breaking in hadn't been the work of a thief, but rather someone or some government agency that suspected I might be a drug smuggler or something.

After living in Morro Bay for four years, I decided, at age 30, that I was finally ready to live out my dream of sailing to Hawaii. So I sold the *Rawson*, hauled the *Catalina* at Port San Luis, and invited a couple of young ladies to make the trek across the Pacific with me. We decided to first have a two-week shakedown cruise to the Channel Islands. This was a great idea as neither of the girls lasted a week before I had to drop them off at Channel Islands Harbor.

The first girl had a puppy that liked to chew on such expensive things as the lifelines and liferaft. I told the dogs owner that she could come to Hawaii with me, but the puppy — which was her security blanket — could not. So she bailed. My other lady friend — who in 27 years hadn't lived anywhere but Pismo Beach — succumbed to homesickness. I believe that the ocean gives us all a sense of insecurity from time to time, but some of us suffer from bigger cases than others.

So I left *Catalina* for Hawaii on my own on October 1, 1994. At the time, all the other cruisers were getting ready to sail to Mexico. I made it to the Kona side

of the Big Island 36 days later. Why so slow? I singlehanded without an autopilot or windvane, and only started the old *Atomic 4* once a week to make sure it still worked. I also got the proper amount of rest. There was plenty of wind on the passage and I even caught the tail end of hurricane *John* — which was appropriate because that's my first name.

I stayed on the Big Island for about seven months. During that time I fell in love with a girl. My heart still yearns for her, but her heart didn't yearn for me. So I sailed to Maui where I spent another year. During that stay I took my mast down for repairs, and then went to Maalaea Harbor to step it. That's when I had my second confrontation with the Coasties.

The Harbormaster came over and called the Marine Patrol, which called the Sheriff, which called the Coasties. It was one big bureaucratic party — and all I wanted to do was step my mast! The Coasties cited me for expired flares and for coming into a harbor without a reservation. Then they told me that I couldn't leave until they received a fax of a notarized Bill of Sale for my boat.

Thanks to the help of another larger vessel, I got my mast stepped and a slip for the night. When the Coasties left for the evening, I climbed to the top of the mast and let out with one of my Indian war cries. The Coasties didn't want any more of me when they returned the next morning. They said that I could leave — but reminded me that they could cite me for a legal technicality. So I sailed back to Lahaina to be with the rest of the pirates.

While working on the Lahaina-based *Maui Princess*, I met a girl who was also from the Stockton area. On Valentine's Day we exchanged vows at sunrise on the beach. We never bothered with the 'legal papers' — which I despise with a passion. We sailed off together to Honolulu, where I took a job with West Marine and made some great friends. Honolulu is also where my six-month marriage came to an end. She returned to Maui while I sailed over to Kauai.

I've been here in Kauai for about nine months and have spent the last couple studying to get my captain's license. I went over to Honolulu to take the test and scored 100% on Rules of the Road, 100% on the Sailing Endorsement, 90%



# CHANGES

on Navigation Aids, and 80% on navigation. That was all fine. But after taking the Deck General three times, I still couldn't get enough CFR questions correct — even though the books were right there in the room with me. I honestly don't think the questions are worded fairly. With 45 correct answers and 25 incorrect answers, I was four answers short of the piece of paper with which the Coast Guard certifies that I'm a captain.

I was really depressed that I failed the test. An hour later, I received a ticket for riding my bike on the sidewalk — from two cops who were riding their bikes on the sidewalk! So I got back to Kauai and sailed down to Hanalei to relieve some of the frustration I feel toward the world. I know things could be so much worse, but by the same token they could be so much better.

I called the Lieutenant of the Coast Guard to see if I would really have to wait three months, take all the tests over, and have to pay another \$80. I needed to know because I already had a job offer. He said I'd only have to wait two months — but would have to take all the tests over again. "Thanks anyway," I told him.

So now I'm on the edge of America, and really feel like jumping or sailing off on a sinking ship. But who knows what will happen? I just hope that you folks at

*Is there a better place to relax than aboard your boat while anchored beneath the tradewind clouds blowing past Kauai?*

*Latitude can inspire more people to live their dreams — because I can never thank you enough for helping me live mine.*

— john 9/15/97

*Dude! — Let's not have any more of that "feel like jumping off a sinking ship" talk. You're a ballsy guy who has been living a more independent life than 95% of us. You have no idea how many 'suits', leading lives of quiet desperation, envy the freedom and adventures you've been able to experience.*

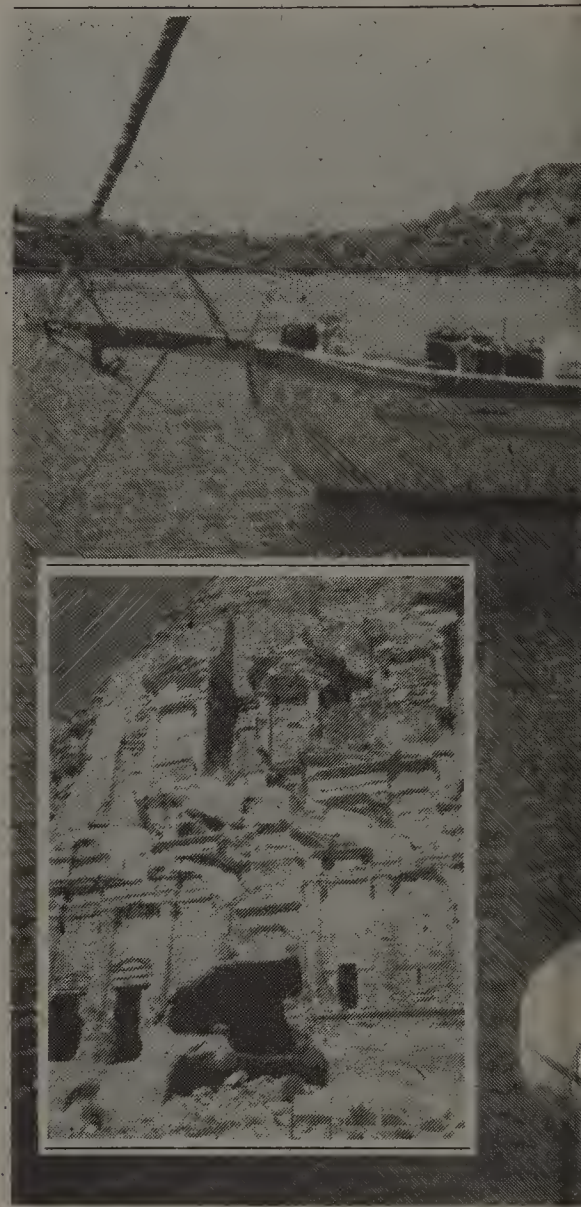
*Here are a couple of options you might want to consider: First, take a couple of deep breaths, then sign up for one of those courses that guarantee you that you'll pass your captain's exam. You came close once; with just a little help you'll nail it a second time.*

*Or, maybe you should just save a few bucks and head off to another country. America is a very uptight and difficult place — Hawaii surprisingly so — for those who don't fit into the prescribed molds. Remember how one of your lady friends had limitations because she'd only lived in Pismo Beach? We think you might have some limitations because you've only lived in the United Uptight States of America. Sail off to some Third World country — there's plenty of them — and you'll discover that people have less but tend to be more open and caring. In any event, you're an adventurer, and dammit, you can't give up now!*

## **Inertia — Union 36 Dan & Renate Conner San Francisco to Turkey (Manzanita Beach, Oregon)**

We've been meaning to write since our last report — which was from Mexico way back in '92. It was your July '97 request for information on how to do laundry while cruising that prompts us to bring you up to date on the wanderings of our Union 36 *Inertia*.

We do our laundry about every two weeks using fresh water in two plastic tubs that 'nest' together. Normally the tubs hold our potatoes and live in the quarter berth. Over the last six years of cruising, we've found that it's been relatively easy to top off our 140 gallon under-the-sole water tank once a month. Nonetheless, we do our laundry using water from the six jerry jugs. We also use these jugs to refill our Sun Shower



and our back up water supply in case the main tanks gets contaminated somehow. By the way, the opaque white plastic jugs we bought from the then Pacific Marine Supply in San Diego cracked from the sun. We replaced them in Sri Lanka with \$3 black plastic jugs that have been great!

To do laundry, we soak our clothes in soapy water overnight when we're at anchor, and then we use the barefoot 'grape stomping' washing action. The most tedious part is the wringing out and multiple rinses before hanging the clothes up to dry on lines strung between the rigging. Only occasionally have we resorted to having laundry done commercially — and in those cases it was usually just the sheets and towels.

Some of our cruising friends have washing machines and watermakers aboard, but they tend to keep pretty quiet about it. We don't think it's very convenient or easy to do the laundry in an onboard machine and make the fresh water necessary to use it — unless





ALL PHOTOS COURTESY INERTIA

**Spread; Dan and Renate at Karacaoren Bay, Turkey. Left; Corinthian Tomb at Petra, Jordan. Right; the Great Hypostyle Hall at Karnak, Egypt.**

you're on a very large crewed boat and can afford to pass the task along to someone else.

We've particularly enjoyed receiving the *Latitudes* in our forwarded mail over the past years, so we'd like to share some of our cruising highlights with those who might follow behind us.

1) *New Zealand*. We bought a used camper van to tour more extensively than usual. Wonderful maritime museums, agricultural shows, and other unusual attractions are abundant, and you don't have to drive very far each day to find a nice and inexpensive place to camp. Many camping grounds in New Zealand have cooking and eating facilities — usually in a separate building — with a gas stove and a sink to do dishes. As a result, a tent is really all the shelter you might need.

2) *Wallis Island*. There are many French-sponsored employees on this

island in the southwestern South Pacific who are interesting to talk to, and the local natives are more pro-French than in French Polynesia or New Caledonia. It's easy to hitch-hike or use your bicycle to get around the island and to find provisions. Provisions are a bit dear, but good wine is inexpensive.

3) *Fiji*. We liked the old capitol at Levuka on Ovalau Island as it has a colonial flavor of the 1800s. The local branch of the National Museum will take you on a great guided hike over the hills to a village in the center of an extinct volcano. There are also nice restaurants, but don't miss the Ovalau Club. Ask to see the famous letter written to Annie's grandfather by Count Luckner 'The Sea Devil' before he and his German sailors were captured by the Brits during World War I. Annie is the congenial barmaid at the club. Membership in the club is not required to enjoy a beer with the folks.

We also enjoyed a visit to Makongai Island, a terrific anchorage where the Fijians raise giant clams and sea turtles at the site of a former leper colony. The remains of the buildings and cemetery

are strikingly impressive at this remote spot.

4) *Vanuatu*. The all-time 'must see' is Tanna Island, with its friendly village and yacht club at Resolution Bay — where James Cook once anchored with his boat of the same name. The daily dugong visit, a trip to the custom village, and the tour to Mt. Yasur are all unusual. Also recommended is the Friday night festivities at Sulphur Bay, where the local members of the John Drum Cargo Cult serenade the volcano as the red fire shoots out above the village.

5) *Indonesia*. We opted to spend a few more bucks to get the three-month cruising permit so we wouldn't be rushed. It was a good decision. The islands between Darwin and Bali can easily take one month to see, and you'll want at least three weeks to leisurely enjoy the sights on Bali. There is so much to see in this region that two months can pass before you know it.

We visited Japara and Cirebon on Java, which are somewhat off the main track — especially for those with only the two-month permit. Troso is a short bus ride from Japara, where they make much of the *ikat* batik sold on Bali. Cirebon has a wonderful palace — and was a great place to leave the boat in care of the Indonesian Navy. The local naval commander arranged for a night guard to watch *Inertia* while we travelled

**The Conners enjoy a visit to a magnetic ant hill at Cape York, Australia.**



COURTESY INERTIA



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to Pekalongan, Yogyakarta, and Jakarta. He had us tie to the pilings used by his patrol boat and then rafted up to us for the duration. We saw no tourists or other cruisers in Cirebon.

From the cultural center of Yogyakarta, we took a short trip to Paramaban and Borobodur, both of which are spectacular. While at Borobodur, we hired a local guide named Kasim to explain to us the thousands of carvings on the largest Buddhist monument in the world. After our return by train to Jakarta — which isn't such an impressive place — the naval commander at Cirebon supplied us with diesel so we could head off to Nongsa Point Marina via the Banka Straits. Nongsa Point is directly opposite Singapore, which is easily accessible by ferry.

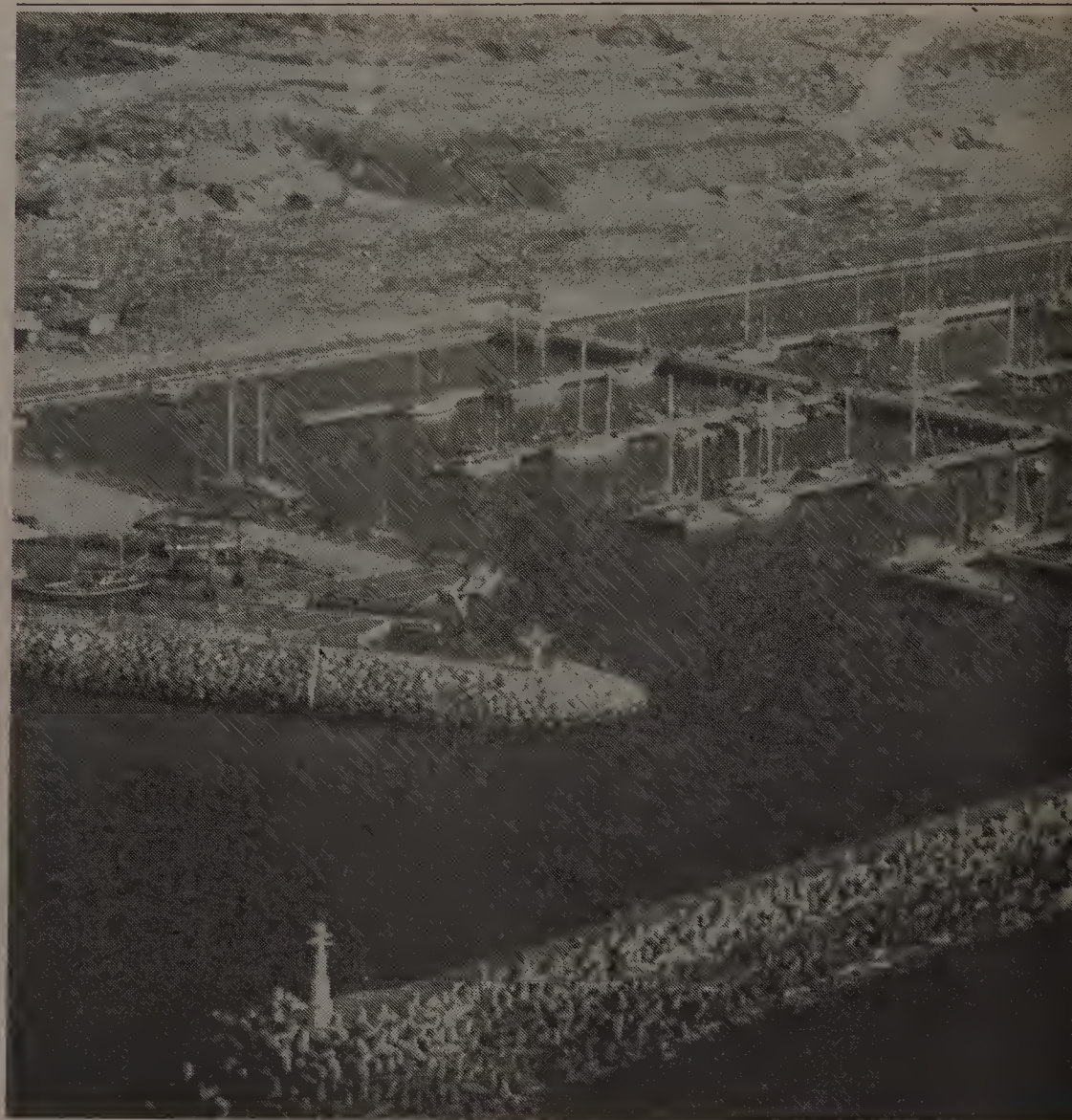
6) *Sri Lanka*. We highly endorse the inland tour recommended by Jim and Sue Corenman of the Alameda-based *Heart of Gold*. Take four days so you can enjoy some of the other sights, too. Any of the 'agents' will arrange a tour for you from Galle. The usual fee is quoted per kilometer, so you can compare prices. We heard only favorable feedback from folks who made this trip.

(Did you hear the news that Sri Lanka is home to the only living serpent discovered in the wild with two heads? It's a deadly Russell's viper that has four eyes, two brains, two tongues and two noses, with to esophagi joining together to reach the stomach. The snake uses it right head for eating. See it at the zoo in Southern Sri Lanka.)

7) *Oman*. The anchorage at the naval base at Salalah is secure and clean, but the bureaucracy is a bit heavy. Nonetheless, we were able to have our mail forwarded to the post office — the first mail we'd gotten since Phuket, Thailand.

We recommend a visit to the Holiday Inn in Salalah, one of the first places in a long time we were able to tear into a real T-bone steak. The hotel also has a car rental agency. Traffic is light in Oman, and if you drive around you'll see some interesting sights. Besides, if you don't have a car you'll have trouble finding the place to refill your propane tanks — as it's right in the middle of an industrial park.

8) *Egypt*. We anchored at Safaga and had fellow cruisers watch our boat while



we took a bus trip to Luxor. If you visit Luxor, stay at the Atlas Hotel. The place has clean rooms with toilets and showers — and only costs \$2.50 per person per night, breakfast included. The staff is also good at arranging an excellent visit to the Valley of the Kings and Karnak. Start your tours at 0600 in order to miss the crowds on the Nile ferry and at the tombs.

9) *Israel*. We spent three months sightseeing in this fascinating country. Public buses are an easy way to travel although we rented a car on several occasions for a not-very-reasonable \$43/day! Stay in a hostel in Old Jerusalem for as long as you can; our 10 days there were too short. We also took a bus/taxi trip to see Petra, Jordan, which has to be a highlight of any visit to the Middle East. You'll want an umbrella for shade and to carry a picnic lunch to avoid the noisy and expensive tourist restaurant. If you stay at one of the smaller hotels close to the entrance you can start your visit early.

We had great talks with the Bedouins

*Spread; Askelon Marina, Israel, as seen in July of 1996. It's filled up since then. Inset; Dan and Renate on the coast of Australia.*

who sell tea at many little spots inside the area. The hot mint tea actually cools your body. Most of the Bedouins speak a little English, and they were the most friendly Arabs we've spoken with. The lives they lead at Petra are actually quite interesting.

10) *Turkey*. *Inertia* is currently on the hard at Kusadasi while we spend the winter on the Oregon coast. Turkey is relatively inexpensive, but it sure gets crowded with tourists in July and August. We enjoyed our cruising between Dasueu — north and east of Cyprus — on through the many anchorages to Fetiye Bay in the earlier season more than we did in the hot weather and crowds we encountered after the end of June.

These are but a few highlights of our last five years. *Inertia* — which we bought in Redwood City from a *Classy Classified* in '91 — has been a fine home for us and the only way we would have seen the unusual sights normally available to only the privileged few. We





BOTH PHOTOS COURTESY INERTIA



## Different Worlds — Valiant 40

Al & Debbie Farner

The Galapagos & Easter Island  
(Alameda / Islamorada, Florida)

[Editor's note: This is a continuation of a Changes that began in the August issue.]

On February 14, after a passage from Acapulco, we arrived at Academy Bay, Isla Santa Cruz, Galapagos, Ecuador. To our surprise, there were two other boats — *Encounter* and *Ngarie Wha*, both from England — already in the anchorage, as well as two mega yachts. The folks aboard *Ngarie Wha* made us feel welcome by having us over for a drink. We talked about where we'd been and where we were headed. Quickly becoming friends, we had dinner that night after checking in.

The volcanic Galapagos Islands, on the equator 600 miles west of Ecuador, consist of six large islands and many smaller ones. Charles Darwin stopped here with the *HMS Beagle* in 1835 to study the fauna, and the data he gathered contributed significantly to his *Origin of Species*.

The day after we arrived was my birthday, which we spent by walking all over town. We met Jack, the American owner of the Hotel Galapagos. His father had built the hotel back in the '60s, and he'd been here for more than 30 years. That night the crews of the two mega yachts, whose owners had recently left, invited us cruisers to a party they were throwing ashore. What a feast they put on — lobster, chicken, sausages, many kinds of salads! Naturally there was plenty of beer and rum punches.

The next day, our 17th anniversary, we took a tour of Isla Bartolome. A hike to the top of the volcano — some peaks are more than 5,000 feet! — gave us one of the best views of the islands. Later, Al and I were the only ones in our tour group to go swimming. We were able to swim within inches of the penguins and watched many marine iguanas — which look like mini dragons — dive down to eat seaweed off the rocks. Al was able to get close enough to the giant tortoises to touch them, and we both saw some of the biggest and most colorful parrotfish, octopus, and eels that you can imagine. All this sea life was in the same general area, and none were afraid of us. To say it was a great day would be an understatement — we couldn't imagine

having a better anniversary.

How can the Galapagos have penguins? It's all because of the cold Humboldt Current which flows up from the Antarctic. It's also home to 84 other species of birds — including flamingos!

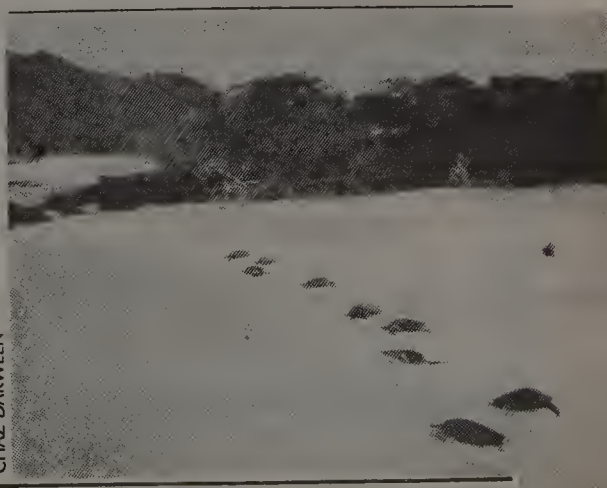
The next day we spent resting and greeting *Brisa*, our sometime buddyboat. We later took an entire day to see the Darwin Research Center, which among other things has a baby tortoise house where you can see hatchlings, and a walk-in adult tortoise enclosure where you can meet the galapagos giants face to face. It's also home to 100-year-old Lonesome George, the only surviving member of the Isla Pinta subspecies.

We also toured the lava tubes, which are 1.5 mile long underground tunnels that got formed when the outside skin of molten lava flows solidified while the still molten inner core kept flowing out. You need flashlights to go inside the pitch black tunnels, but what beautiful scenery!

Most cruisers thinking about visiting the Galapagos have heard about permits. They are still issued for private yachts, but they are hard to get. If you arrive without a permit, as we did, you must check in and remain at Academy Bay or Wreck Bay. You're not allowed to tour the rest of the islands with your own boat, but can do so as part of the organized tours. We very much enjoyed our visit to the Galapagos.

While planning our cruise years ago, we thought we'd sail straight from the Galapagos to the Marquesas — although Easter Island was always in the back of my mind as a place I really wanted to

*The Galapagos Islands are one of the few places in the world where turtles have been able to thrive. So please don't kill them.*



CHAZ DARWEN

don't have refrigeration, but we've been canning meat using a pressure cooker. A couple of other 'have nots' we've noticed on other boats: no watermaker, no VCR, no computer, and no cell phone — although the latter seem to be proliferating among the cruising community in winter-over marinas.

Our ground tackle is a 70-lb CQR on 210-feet of chain which is further attached to another 180 feet of nylon. We've only got to the nylon once in six years; it's mainly there for emergencies. We have a manual rather than electric windlass. We've had our share of problems with our Perkins 4-108 as the fuel injection pump has needed to be removed and recalibrated five times!

A cheap, simple, but most helpful bit of cruising gear for Turkey? A set of ear plugs! Turkish discos are often located close to the best anchorages. Nonetheless, we expect to see some more of Turkey next spring. For now, however, we'll be enjoying the cruising life via the pages of our monthly *Latitude*.

— dan & rene 11/15/95



# CHANGES

visit. But there are problems with Easter Island: it's in the middle of nowhere, 2,300 miles west of Chile and not much closer to Tahiti; it would be cold; and the passage would be rough. When the time came, we decided we'd go for it — and boy, are we glad we did!

Yes, it was a long and lonely 18-day sail down to Easter Island. Fortunately, it was all light air until we got 25 knots on the nose the last couple of days. And it turned out not to be cold, as the air temps were 80 - 85° and the water 77°. And while Easter is in the middle of nowhere, it's not completely isolated from the rest of the world, as we discovered there are two flights a week to Tahiti and Chile. Despite the flights, there aren't many tourists. As for yachts, only 89 had visited the year before and we were only the eighth of 1997.

Easter, which is formed by three extinct volcanos, is often swept by strong trades, and shortly after we arrived, it blew so hard we couldn't go ashore. *Brisa* arrived two days after us, and we'd often take turns watching each other's boats when we wanted to go ashore. The



COURTESY STONEFACE

*A few of the megaliths on Easter Island seem to be enjoying a good laugh at some of the theories concocted to explain their existence.*

weather and wind direction changes pretty quickly in this part of the world, so you have to be ready to move from one side of the island to the other. After six days we had to move to the east side of the island off Hanga Roa, the only town. Actually, it was much more

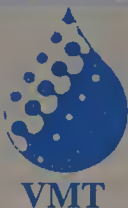
convenient.

Easter Island, of course, is best known for its mysterious megaliths. Touring the island by car and motorcycle, we got to see most of the 100 *ahus* — burial platforms — and *moais* — giant statues — that are just about everywhere along the coastline. The most incredible site on the island is Rano Raraku, the quarry that supplied the tuff, which is soft volcanic rock, from which all the *moais* were carved.

The *moais* range in size from six feet to 40 feet, and weigh up to 50 tons. When you hike up the volcano, you pass many *moais* that were left on their way to who knows where, and many others lying flat and unfinished. At the top of the volcano you can look over the side to see a lake in the middle with lots of reeds growing.

Visiting Easter Island is an amazing experience, and you can't help but ask the normal questions: Who were these people? How did they get here? What made them stop carving? Where did they go? There is still much dispute about the answers to these questions. Many

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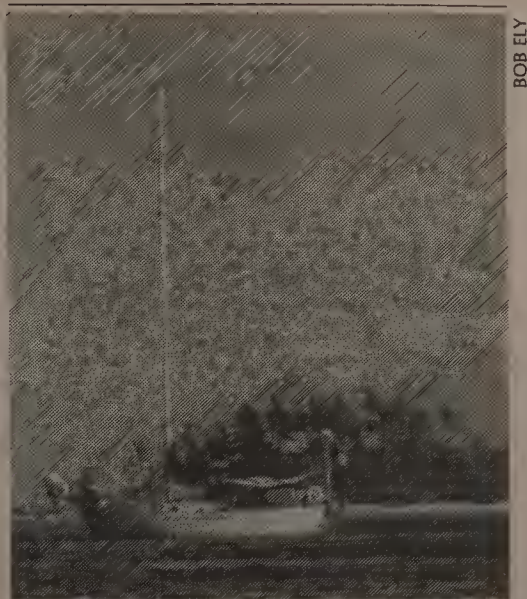


experts believe that the original inhabitants were from South America, and that they built the megaliths. It's thought that Marquesans massacred the inhabitants and briefly made the island their home. Overshadowed by the megaliths is the fact that Easter Island is the only place in Polynesia where writing developed.

Not far from the quarry at Rano Raraku is Hoti Iti, site of the largest *ahu*, which has 15 *moais* facing inward from the sea. At Anakena, an anchorage at the north end of the island where the first settlers arrived, there are more *moais*. Here some of the islanders are building a 100-foot reed boat for Expedition Mata Rangi, which locals hope will take them to other South Pacific islands.

We had a wonderful Easter Dinner at Easter Island with the folks off *Brisa* and *Elyxir* — which had just come over from Chile. We feasted on canned ham, scalloped potatoes, fresh green beans, carrot salad and dessert. Ah, nothing like Easter Dinner on Easter Island!

— al & debbie 5/10/97



BOB ELY

*The most active ingredient in the bottom paint 'Elyxir' purchased in Panama seems as though it might have been tap water.*

**Elyxir — Westsail 43  
Carol Noel & Bob Ely  
Nuka'alofa, Tonga  
(Seattle)**

While passing through Panama on our way to Chile, we bought three gallons of bottom paint that had been

manufactured under license from Petit. Or so it said on the can. We researched the subject pretty thoroughly, and the paint was represented by the manufacturer and distributor to be identical in formulation to Petit's Trinidad.

In February of this year we applied three coats of the paint, but by October — just eight months later — the growth on the bottom was spectacular!

After a slight mishap with our rudder, we had to paint some areas on the bottom with a single coat of 'real' Trinidad. After six months, there still isn't a trace of marine growth. The side-by-side comparison shows the Panamanian knock-off to be little better than house paint.

By the way, this same paint is available in Costa Rica.

*Caveat emptor.*

— bob & carol 10/15/97

*Bob & Carol — When we were cruising in Venezuela, you could buy a tremendous number of products — everything from Johnny Walker whiskey*

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# CHANGES

to brand name epoxies — that were said to be manufactured under license in Venezuela. The containers always looked exactly the same as the real thing — except for one small little symbol. It was always claimed that the product inside the container was identical to the real stuff. So how come it never tasted or worked as well?

When we got to the island of Trinidad, the boat workers laughed at the 'under license' marine goods manufactured in Venezuela. They claimed the stuff was all 'watered down' to boost profits. We suspect they're correct — and that the same thing happens in Panama.

## Nepenthe — Folkes 39

Tom Scott

Apia, Western Samoa  
(Menlo Park)

I'm am writing about the clearance procedures in Apia, Western Samoa — where there has been some grumbling of late.

For the past few years, Reynolds F. Slade has operated Slade Yacht Service, a business which focuses on facilitating

the clearing in and out of yachts. For this help he currently charges US \$30. What is not immediately obvious to many cruisers is that taking on Slade's services is entirely optional. In fact, many think it's unnecessary.

Upon arrival at Apia, a skipper is expected to call Apia Port Control and request clearance instructions. The skipper will then be advised to come alongside the commercial wharf or a tug moored there. Recently, Port Control has been advising yachts of Mr. Slade's service. On occasion, they've even hinted that it may be some time before the officials show up if Slade isn't hired. To some extent this has been true.

In other cases, Slade or one of his employees have come down to the arriving vessel and offered their services. I must say that I have never heard of Slade being rude or threatening to anyone declining his services. Further, he has never treated me poorly.

On the other hand, Slade's principal service is to call the required officials — Customs, Immigration, Quarantine and Health — although this is officially the job of the Port Control office. Port Control will call the officials — although they may not do it often enough to get prompt attention.

I've chosen not to use Slade's services. When it gets to the point that it looks like no officials are coming, every hour or so I'll wander up to the Port Control office and ask if they think that Customs and the others have forgotten about me. As always, I remember to smile and keep my request low-key. After a couple of visits, the mere appearance of my smiling face at Port Control's door causes hands to reach for the telephones. In the meantime, I've got the sails bagged and covered, the lines coiled, the dinghy launched, and all the other details taken care of in preparation for a neat tot of rum.

— tom 10/15/97

Tom — From time to time Reynolds Slade sends us a brochure about Slade

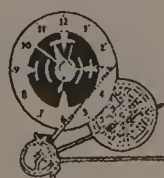


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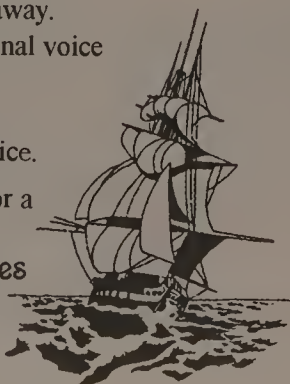
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*Yacht Service. In it he provides the following information about checking in to Western Samoa:*

*"— Apia is the only Port of Entry for Western Samoa. Yachts on reaching territorial waters should contact the Port Authorities on your VHF Channel 16.*

*— On entering port, proceed alongside the main dock where you will be greeted by the Harbour Master or one of his staff who will then make arrangements for clearance personnel.*

*— Do not leave your boat until clearance is completed. Apart from clearance personnel, no one should be allowed to board the vessel nor should any person or article leave the vessel until all clearances have been completed.*

*— It is the Master's responsibility to ensure that all people on board are in possession of valid travel documents."*

*Based on his brochure, Slade offers to handle clearing in procedures but in no way suggests that yachties can't do the same thing on his own. In any event, thanks for the clarification and the benefit of your experience.*

## Cruise Notes:

It was a little less than four years ago that the towing of Mark and Deborah's Passport 51 **Eagle's Quest** from the La Playa Cove anchorage in San Diego touched off the famous 'panty protest' to the San Diego Tourist and Convention Bureau. A few months later Chief Hight began to dramatically change the way the San Diego Harbor Police interacted with mariners. Based on the feedback we've gotten from locals and cruisers, relations between the Harbor Police and mariners have never been better. If you pull into the transient dock and go up to the Harbor Police Office, they'll be happy to give you a San Diego Bay pack which not only welcomes you to San Diego Bay, but clearly sets forth all the rules, tells where you can anchor and where you can't, and helps you—and all the services you might need. Way to go!

Imagine cruising down through the Canal to Colombia, then back to Hawaii

and Alaska — and then to the East Coast! That's what Tom and Shirl Maxson did with their Redwood City-based Tayana 42 **Harmony**:

"We departed San Francisco Bay in February of '92 and cruised Mexico, Central America, and through the Canal to the San Blas Islands and Cartagena. We then sailed back through the Canal to Mexico and continued on to Hawaii and southeast Alaska. After wintering in Puget Sound, we spent another season in British Columbia — including the Queen Charlottes — before returning to the Bay in March of this year. We then had our boat hauled and Richmond and put on a truck for the trip to Bock Marine at Beaufort, North Carolina. After she was resplashed in May, we travelled up the ICW for Norfolk, Virginia, at which point we went 'outside' as far northeast as Nova Scotia and New Brunswick.

"During this time," they continue, "we bumped into the following west coast boats and sailors: **Rosie**, Tom and Joyce Boynton; **Exotique**, Ted & Judy Hicks; **Hae Twen**, Peter Smith and Chen Liang-

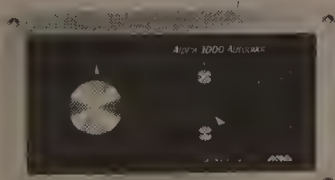
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**Dan Byrne - Valiant 40** "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

**Hal Roth - Santa Cruz 50** "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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# CHANGES IN LATITUDES

Hsia; **Tryst**, Ken and Lynn Williams; **Little Bit**, Sandy Ullstrup; **Delbe II**, Del Littfin; **Denala**, Dirk Taylor; **Destiny**, Peter and Nancy Bennett; **Pendragon**, Dave and Sally Pendergast; and **Barbara Ann**, Norm and Barbara Owens. Currently we're in Annapolis — a *very* boater-friendly city of 33,000 — gathering information on where to winter in the Bahamas. We'll return to see more of the East Coast in the spring.

Speaking of boats taking long rides on trucks, John DeLaura recently shipped his Santa Cruz 52 **Silver Bullet** from Long Beach to the East Coast in preparation of a spring passage to the Azores. A native of the Azores, DeLaura plans to start a fishery, a sport fishing business, and do some sailing.

Forget *tourista*, what you really want to worry about is **Dengue Fever**. This infectious tropical disease is characterized by fever, extreme pain in the joints and muscles, and skin eruptions. The virus is transmitted from one person to another by our old friends the mosquitos. While seldom fatal, dengue usually lasts a week but



*Hurricane 'Nora' wasn't anywhere near as strong as hurricane 'Linda', but oddly she seemed to pack a more powerful punch.*

complete convalescence takes even longer.

According to U.S. Customs in San Diego, **2,572 boats** checked in at San

Diego from Mexico between October 1, 1996 and September 30, 1997. Are there really that many boats cruising in Mexico? Not really, as many boats merely head down to Ensenada. If you just subtract the number of boats that return from the Newport to Ensenada Race you get an entirely different picture.

The good news from **Cabo San Lucas** is that the bungee jumping concession is gone. The bad news is that a large shopping mall — complete with a parking lot and theater complex — is being built not a winch handle's throw from the marina.

We'll close this month with a **puzzler**. How come hurricane *Linda*, which had winds up to 200 knots, seems to cause smaller surf and be less destructive than hurricane *Nora*, which had a hard time making 120 knots? Some say the explanation lies in the fact that despite her fury, *Linda* was a compact hurricane, while the relatively mild *Nora* was a very large hurricane. When it comes to hurricanes, size apparently counts.

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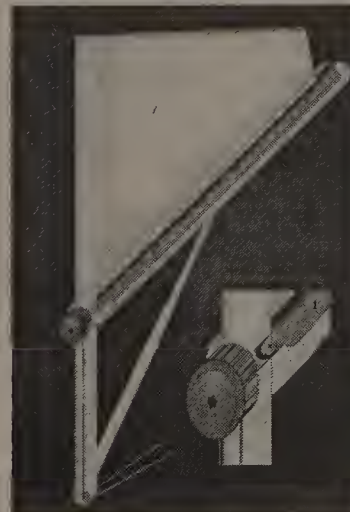
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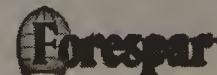
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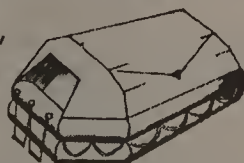
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**16-FT WHITEHALL.** Brunzeel plywood, lapstrake, varnished interior. Spruce spoon-blade oars, sliding seat, cover, 3 fixed rowing positions. Trailer. Whether you are a 5 ft chop basher or a smooth water rower, this is a superb, stable, safe Bay pulling boat. My wife loves rowing it solo. Boat: \$1,000. Boat & oars: \$1,700. Boat, oars & trailer: \$1,900 firm. New spruce oars would exceed price of everything. (510) 524-4339.

**EL TORO.** Wood, new paint, varnish & deck. Complete. \$425. In El Cerrito. (510) 527-4688.

**LIDO 14.** 2 sets of Ulman sails. Compass, boat cover, galvanized Highlander trailer, spare tire, winch. Nice family boat. In excellent condition. \$1,600. (530) 846-4676.

**12-FT KORALLE JUNIOR.** Main & jib. Fun beginner boat. Boat, sails, & trailer all in good condition. \$400 obo. Also wanted 2 Super Snark sails. Call eves, ask for Nate, (415) 841-8847.

**EL TORO, #11200.** Fiberglass, excellent condition, new race rigging. \$1,100. (408) 733-2787.



## 24 FEET & UNDER

**MELGES 24 WITH TRAILER.** Sail comp & Quadro race package. Full boat cover & many extras. 2 sets of sails. Hardly raced last 2 years. \$25,000. Tony, (415) 882-7300 days or (510) 865-4026 eves.

**19-FT DRASCOMBE LUGGER.** As new. Black hull. Teak deck & grating. Full inventory for sailing, rowing & camping. With trailer & 6 hp Evinrude. \$14,000 firm. Telephone: (415) 383-4081 or fax: (415) 383-4958.

**SANTANA 22.** Good class boat. Rebuilt professionally 1997: hull, keel, barrier coat, spray on bottom paint, rerigged, o/b rebuilt, main, class jib & tri-radial chute. Race ready. \$5,500. Contact (510) 933-6463 anytime.

**18.5-FT CAPE DORY TYPHOON WEEKENDER,** 1976. Classic looks, stable full keel pocket cruiser. Bow pulpit, new 3.5 hp Nissan, original main & jib, new genoa, masthead topping lift, Danforth, VHF & more. Well maintained. \$3,000. Santa Barbara. (805) 563-0460.

**MELGES 24.** First sailed in '95. Excellent condition. White hull with two tone deck. Quadro, KVH, 1995 4 hp engine, trailer, lifting post. Please call (310) 821-9090.

**AQUARIUS 21.** Excellent condition. Pop-top, standing headroom, sleeps 4, head, galley, swing keel, trailerable, 7-1/2 hp o/b, VHF, compass, 2 jibs, 2 mains, roller reefing. Depth, new wiring, bilge pump, upwind Berkeley berth available. \$2,400. (510) 527-7268 or (510) 337-7260.

**VIPER 640, 1997.** Sailing World boat of the year. Red hull, North sails, Triad trailer, cover, o/b & PHRF required equipment. PHRFNW rating 104T. Lying West coast, delivery negotiable. Must sell, no time to use. \$20,500. (425) 235-6465.

**22-FT PEARSON & 24-FT GLADIATOR.** Repositions in need of cosmetic work. \$500 & \$1,000. Call Harbormaster at (415) 495-4911.

**J/24, 1993.** Worlds ready, road ready. Doubly faired bottom, faired keel. Gucci everything: Spectra where allowed, Sailcomp, lightweight battery, Alis tiller straps, Gucci shrouds & forestay, spinaker launch bag. Certificate: 1,276 kg. Nissan o/b. Galv dual-axle Triad trailer. 2 sets of North Sail inventory. Sailed for less than 2 seasons. Hull #5008. Turnkey answer for the SF J/24 Worlds. \$18,500 firm. Cash in & drive away. Also '97 North Sail w/2 regattas on it. \$2,000. Please call Neil, (415) 512-1221 wk.

**21-FT CHRYSLER SLOOP PLUS TRAILER,** 1974. Very good condition, stored 5+ yrs. 6 hp Johnson w/fresh tune-up. Main, jib, genoa. New sail cover, tank, refinished teak. New trailer tires, bearings and leaf spring. \$2,595 obo. Contact (650) 562-4080.

**CATALINA 22 SLOOP, 1981.** Honda 7.5 longshaft, Porta-Potti, VHF-FM Marine Transceiver, AM/FM cassette, 12 volt battery, 2 #6 Arco winches. Backstay, boom vang, 1 jib, 1 mainsail, Magma ss marine kettle BBQ, Navico Tillerpilot 2500, whisker pole. \$3,900. (415) 472-0443.

**CATALINA 22, \$3,000.** Laser 2, \$4,000. Sunfish, Zuma, \$500. Hobie 14, \$400. Hobie 16, \$4,000. Hobie 17 Sport, \$6,000 & Hobie Wave, Lightning, International 110, Kestral. Make offers, must sell. (707) 444-3048.



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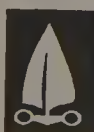
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**ISLANDER BAHAMA 24.** Custom pilothouse with 6 ft+ headroom. Great pocket cruiser. New: int/ext paint, cushions, curtains, battery, wiring, backing plates, lifelines, cabinets. Inside steering w/outside Edson wheel, all lines aft. Windows reseated. Johnson 6 V/s, pp, d/g, thru hulls, clubbed jib, 2 mains, 2 jibs, extras winches, modified v-berth, extended quarter berths, wet locker. Manual bilge pump, rear ss pulpit, anchor w/18 ft chain & 160 ft nylon rode, ss deck vent. \$3,950. Partial trades? (415) 456-2022.

**MacGREGOR 23, 1983.** Swing keel with pop-top. V-berth/settee sleeps 4. Sink. Main, jib & staysail. New lines, VHF radio/antenna & cockpit cushions. Mosquito netting, Porta-Potti, etc. Trailer. Good condition. \$2,999 obo. Please call before 9pm. (707) 938-1190.

**AQUARIUS 23.** Centerboard 18 inch draft, pop-top with dodger, new cushions & cabinets. Tandem trailer. Great boat at a great price. \$3,000. Located in Rio Vista. (707) 374-6155.

**MacGREGOR VENTUR OF NEWPORT** center, 23 ft, 1974. Swing keel, new tanbark sails, main, staysail, jib with roller furling. GPS, autopilot, depth/finder, portable radio, new rigging, 9 hp o/b Merc. Completely refinished inside/out. \$6,900. Call (530) 365-3135.

**CHRYSLER 22 SAILBOAT, 1977.** Fiberglass, legal head, sleeps 5, Johnson 6 hp o/b. \$1,800. Berthed in Alameda. (510) 521-8506.

**RANGER 22 R/C.** This yacht has been called a mini 1/4 tonner. Full race package Hood sails. 150% & 95% double reef main. Blue booked at \$3,300 to \$4,775. 1st reasonable cash offer gets this fine pocket rocket. Tiburon berth. Also have a 24 ft woody with \$527 bottom job that's a week old. Steal her for a G note. Owner wants airplane. Capt CJ, (707) 762-6620. Both yachts loaded w/good stuff. Free sailing lessons to the buyer. Lease option. OWC? Don't delay, call today.

**SANTANA 22, 1972.** Excellent condition & ready to sail. Everything works well incl DS, KM, VHF, stove, running lights, sink, 6 hp o/b. 6 winches, spinnaker, 2 headsails, 80% & 120%, new paint in 1996. \$3,800 firm. Rick, (707) 762-3741.

**C & C 24, 1977.** Excellent condition, well maintained, hauled '96. New standing rigging, reliable Evinrude 8 hp, 6 sails, 2 new batteries, autocharger, Navico AP, lines led aft, roomy interior, sink, stove, head. Moving. \$5,600 obo. Sausalito berth. (415) 260-1777.

**YAMAHA 24,** quarter ton. Great race, daysail or weekend. Large cockpit & surprisingly roomy cabin. 14 bags including 2 spinnakers & new Genesis main & jib. New Honda 8. Consider smaller trailerable in partial trade. \$3,800 obo. (415) 459-7953.



**PEARSON ELECTRA, 1966.** 22.5 ft pocket cruiser, Carl Alberg design. Solidly built, new rudder. Call for more details. \$1,900. Contact Randy or Sylvaine, (415) 929-0680.

**CATALINA 22, 1980.** Very good condition. Used only in fresh water. New LPU paint. Swing keel with trailer. Pop-top with new enclosure. Stove, potti, 4 sails, 7.5 Mariner outboard. Great pocket cruiser for only \$3,950. (510) 665-0262.

## 25 TO 28 FEET

**NOR'SEA 27, 1990.** Beautiful aft cockpit cruising sloop. Many extras. Please call for detail sheet. \$51,000. Pat, (408) 744-0498.

**27-FT ALBIN VEGA.** Classic Swedish cruiser in excc condition. Roomy, fast, seakindly. Rebuilt gas engine, variable pitch prop, dodger, propane system, much ground tackle, new interior, much more. Looks sharp. \$8,500. (805) 650-3268.

**CATALINA 25, 1987.** Excellent condition, light use wing keel, wheel w/controls, Honda 10. Trailer, Harken furler, traditional layout, Smart-Pak, charger, CD, etc. \$11,500. (707) 822-9155.

**28.5-FT PEARSON TRITON.** Full keel, thick fiberglass construction, Atomic 4, depthsounder, color TV, anchors, vests. Complete bottom job July '97, new complete legal head system Oct '97. \$7,900 obo/trade. (510) 691-6059.

**26-FT EXCALIBUR & 26-FT US YACHT.** Repossessions in need of cosmetic work. \$1,400 & \$800. Call Harbormaster at (415) 495-4911.

**WYLIE 28, ANIMAL FARM.** New main 9/97, Kevlar headsails, 2 spinn, extra sails, VHF, Loran, MOB equip & much more. Ready to sail, classic proven winner. First \$6,000 takes. Call (707) 584-8756.

**RARE FIND! 25-FT FISHER PILOTHOUSE** cutter. Renigged & upgraded in '93. Recently hauled. Sails include main, jib, staysail & spinnaker. Dinghy davits. Forced air heat throughout cabin & pilothouse. Sail warm & dry. Perfect Bay boat. \$34,500. (415) 331-0910.

**TARTAN 26, 1973.** Good sails. Yanmar 10 hp inboard, new in '93. Sleeps 4. Almost 6 ft headroom. DS, KM, VHF, propane stove, ground tackle, Porta-Potti, etc. Great condition. \$8,500. Contact (415) 456-8856.

**28-FT TRITON.** Omni dir, Sony TV & stereo, Loran, heater, stove, depth, compass, 9 sails, engine out, parts available. \$5,000. Call Dave, (510) 254-4123.

**INTERNATIONAL FOLKBOAT #175.** Owned 18 years. Original & well maintained. Nissan 8 hp. \$8,000 or trade for vintage car. Contact Bud at (707) 938-1953 or (510) 465-4742 wrk.

**COLUMBIA 26 MKI.** Yanmar diesel, main, 110%, genoa, upgrades, hauled & painted 11/97. Looks, runs & sails great. \$3,250/off. Trailer avail for delivery or sale. Price is low because I must sell quickly! (707) 268-8946.

**CONTEST 27.** Classic fiberglass half-tonner. Solid & fast. Mahogany, teak & holly below. 5 good sails, newly serviced outboard, documented vessel. Loran, Porta-Potti, stove. Everything you need to sail the Bay in style & speed. \$8,500. Fred, (707) 965-9165.

**PEARSON 26 (ARIEL #143).** Berthed at Fortman Marina, Alameda. '95 Johnson outboard. Hauled Aug. '97. Seven sails. 12 volt electric system up to date. A well equipped & clean boat. A steal at \$5,000. (510) 793-7185.

**YAMAHA 25.** Excellent liveaboard & shorthanded cruiser w/spacious interior. Mexico, Hawaii vet. Inboard Yanmar diesel, 3 jibs, spinnaker, 2 mains, VHF, CB, AM/FM, Loran, dual batteries, charger, shore power & phone, kerosene stove, 3 anchors. \$8,000. (408) 427-2626.

**MORGAN 27, 1972.** Designer: Charlie Morgan. 27'6"x25'9"x10'4"6". Displ: 7,000 lbs. Ballast: 3,400 lbs cast lead schiel keel. Heavy hand laid glass, blue hull, Airex rigid foam sandwiched topside tall. Keel stepped oversized mast & rigging. Fresh Atomic 4, all new SS tanks, new interior, pampered by 2nd owner since '90. Fresh water boat. Pages of "like new" equipment. Fast, stiff & a joy to sail! \$13,777 obo. (510) 749-9946, will consider as part trade for 32-36 ft cruising boat in similar condition.

**LANCER 28, 1979.** Trailerable. Tiller, dodger, Autohelm AP, battery charger, shorepower, AM/FM cass, Porta-Potti, stove, 10 hp o/b, new halyards, 2 headsails, swim ladder, USCG flotation & flare kit. 2 Danforth anchors, VHF radio, compass. Immaculate and ready to sail. \$10,500. Contact (510) 658-5519.

**MERIT 25, 1984.** Basic boat with 4 sails & new running rigging. Has a nice trailer but needs interior cushions. Great boat to race or cruise with a great price of \$5,000 or trade for a equal value Honda car. (209) 838-3285.

**EXPRESS 27, 1986,** #109 with trailer. Freshwater sailed in Cleveland, Ohio. Will deliver. Excellent condition. New sails, optimized for PHRF & One. Design. Lots of Spectra, Harken. New cabin floor. New barrier coated bottom. \$18,000. Call Dave, (216) 261-9922 or (440) 943-0546 work.

**CAL 25, 1969.** Good condition. 6 sails & spinnaker 1990 8 hp Evinrude longshaft, sleeps 5, head, stove, pop-top. Lifejackets, 2 anchors, depthsounder. Must sell. \$3,000 obo. Please call (510) 754-6343.

**CORONADO 25, 1968.** 2 jibs, 9.9 electric start engine, new battery, VHF, depthsounder. In great shape. \$3,500. (707) 422-8582.

**26-FT CUSTOM ULTRALIGHT, MOONSHINE.** 1994 Pacific Cup winner overall. Fully rigged & ready to win again. New carbon mast w/masthead & fractional kites, spare alloy rig, 2 poles, Spectra halyards, full electronics, new 3.5 outboard, 6 man liferaft, trailer w/box & more. \$18,000 obo. (415) 331-1924 or sayonara@compuserve.com

**NEWPORT 27, 1974.** Fresh water boat. Stockton club jib, 9.9 Evinrude longshaft, good condition, hauled 11/96, no blisters. \$6,000. Please call (209) 951-6561.

**PACIFIC SEACRAFT 25.** Full keel pocket cruiser in good condition. Yanmar diesel, knotmeter, depthsounder, VHF, Loran. New bottom paint (no blisters), batteries, exhaust system. Very sturdy Bay & ocean boat. \$11,000. (408) 683-2170.

**PEARSON 25, 1965.** New bottom & deck. \$2,500. (510) 540-5982.

**28-1/2 FT PEARSON TRITON, 1963.** Capable cruiser. Standing headroom, full keel, sloop rig. Lots of sails, diesel, needs work but hull is bullet-proof. \$4,500. Also, 1956 32 ft Atkin cutter. Full keel, double ended, new rigging, over \$10,000 in receipts, beautiful boat in need of hull work. Asking \$2,000. Call (510) 666-0277.

**CAL 2-27, HULL #297, YRA** reg 28297. Rigged for ocean racing, huge sail inventory, many extras. \$14,000/off. Email: skip@ix.netcom.com or (415) 349-4020 until 12/15/97.

**CAL 28.** New rebuilt inboard diesel, full batten main, headroom, 4 headsails, teak deck, Autohelm, VHF, knot, depth, 2 props. Twin batteries, 2 anchors, bilge pump, legal head, AC power, galley, holding tank. Reduced to \$8,500 obo. Phone: (415) 346-1194 or pager (510) 389-1553.

**C&C 25, 1974.** Strong, fast, nimble & very well equipped. 8 sails, 1993 8hp Johnson, DF, VHF, AP, wind, Loran. Legal head. Just hauled, no blisters, needs new cushions, otherwise excellent condition. \$4,000 obo by 1/1/98. (510) 559-8942 or (301) 972-8366.

**26-FT PEARSON WEEKENDER, 1978.** Great Bay boat, professionally maintained. Main, jib, Honda 5 hp o/b, battery charger, VHF, cockpit compass & all USCG required equip. \$5,850 obo. Call John at (415) 332-8001.

## 29 TO 31 FEET

**MOORE 30, ONE OF FIVE BUILT.** #2,500 speedster, trailer, sails, etc. \$32,000. (916) 583-9420.

**31-FT MARINER KETCH, HULL #94.** Instant paradise w/mooring in Puerto Escondido, Baja. Extensive work completed. Great liveaboard. Fully equipped. Too much to list. Everything goes. \$19,500 or trade for motorhome. Telephone/fax: (802) 223-6501 for details.

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**RAWSON 30.** Absolutely exquisite. Better than new! Hell for stout. A complete restoration. New sprayed LPU paint. Diesel, wheel steering, Harken RF, Aries windvane. Doghouse that blends perfectly. Teak interior. New stove/oven. New head. Lots of extra sails - spinnaker. Poles, spares, etc. Project 90% complete. \$24,900 obo. Please call (510) 522-3957. Whether you plan to cruise the Bay or the world, you must see this boat!

**CATALINA 30, 1982.** Excellent condition, new engine. Tall rig with many extras. Moving to desert, must sell. \$22,800. (415) 331-7164.

**RAWSON 30.** Ocean cruiser. Recommissioned 1995: new 29 hp diesel, new rig, new sails, new wiring, new interior. Propane stove, refrig, GPS, FF, compass. Hell, everything is new. Serious only, possible owner finance. \$24,500. Contact (510) 330-2692.

**CAL 31.** Excellent condition. New main, jib & roller furling jib. Delta cover. Rigged for shorthanded sailing, wheel, VHF wired for stereo, gas stove w/ oven, pressure water, Volvo diesel, Signet Smart Pac electronics, haul, new paint. \$24,000. Call (510) 829-8676.

**CATALINA 30, 1983.** Wheel steering with Autohelm, Loran C, VHF radio, stereo, 12 volt refrig, hot water, 18 hp diesel w/less than 500 hrs. Sleeps 7, propane heat, 2 Bomars, jib furling. So. San Francisco berth. \$26,000. Contact Jon at (707) 745-0989.

**CATALINA 30, 1981.** Very good condition. Well maintained & ready to keep sailing. Hull/blister job in '96. Roller furling jib/genoa, main, diesel, wheel, knot, log, depth, VHF, stove, BBQ, stereo, inflatable, more. In Vallejo. \$19,500. Contact Jeff, (916) 626-8614.

**OLSON 911 SE, 1989.** Fast, beautiful & comfortable 30 ft racer/cruiser, very well cared for. Yanmar 18 hp twin diesel, tiller, new bottom & keel faired 3/97, full galley, enclosed head, all safety equipment, 4 jibs, 1 main, 1 spinnaker, check stays, Navico instruments. Sail Comp, autopilot, Martec folding prop, CD/stereo, VHF, Micrologic Loran, dodger, 5/96 survey available. \$47,500. Contact (510) 525-5881 work or (510) 526-3565 home.

**WILDERNESS 30, 1991, RASCAL.** Solid boat with a solid record. This boat doesn't creak or moan when you put the back stay on. Trophies from the ocean, Bay, Delta & lakes. With trailer, motor, lots of sails & a very large cockpit, a pure pleasure to sail. The bow doesn't become a submarine off the wind. Get comments about the boat from how it looks and sails everyday. \$19,500. (209) 838-3285.

**CHEOY LEE OFFSHORE 31.** Beautifully maintained. Currently cruising Mexico. \$25,000 refit '96-'97. New 11 ft Avon & 15 hp o/b. Engine driven/110 volt refrig, wheel steering, roller furling, spinnaker/genoa, solar panel, dodger, watermaker, big alternator, AP, windlass, CQR on chain, aft anchor & rode, CD stereo, VHF, HAM/SSB-KAM w/efax, 16 mile LCD Furuno radar, 2 GPS's. Lots of spare parts. \$27,900 best offer. (800) 649-8998 ext 1110605. David Visman, 685 Placerville Dr, Placerville, CA 95667.

**ERICSON 29, 1981.** Very clean. Universal diesel. Roller furling, Autohelm, wind, knot, depth, h/c pressure water. Battery charger, VHF, propane grill. Very roomy, 6'1" headroom w/10'6" beam. Current liveaboard. Great Bay & coastal cruiser. \$21,000. Sausalito. Contact Jack, (415) 331-1926.

**ISLANDER 30, 1975.** Volvo Penta diesel, new main, 3 jibs, new canvas, tiller. Super clean. This boat needs a new home fast. Asking \$16,900 obo. (415) 332-8676. No brokers.

**30-FT TAHITI KETCH, 1937.** Classic double ender. Gaff rigged cruising ocean boat. Sound condition. Lower hull refastened '92. 4 cylinder diesel engine. Sleeps 5, enclosed head, propane stove. Lying Nuevo Vallarta, Mexico. \$5,000. Call (415) 332-4243.

**LANCER 30, 1979.** Clean Delta boat, Yanmar diesel, new bottom paint 6/97, tabernacle mast, Autohelm, electric windlass, pressure water. VHF, KM, DS, windspeed and direction. \$12,500. Call (209) 948-6465 dys or (209) 463-1018 eves.

**ETCHELLS 22.** Tillitson-Pearson built, #170. Mast & sails one season old, reconditioned hull. Includes trailer. Race ready. \$9,000 obo. Contact (415) 332-5757 or (415) 332-4205.

**29-FT ISLANDER, 1966.** Great pocket cruiser. New rigging & sails w/spinnaker, total engine rebuild, Atomic 4 w/new carb, starter, alternator, exhaust system, epoxy bottom, new thru hull & valves. At SFBW. \$11,500 obo. (415) 648-9472.

**COLUMBIA 29, 1968.** Atomic 4 engine, 180% genoa sail. \$6,000. Must sell! Please contact (415) 337-5559.

**ISLANDER 30, 1973.** Good condition. LP stove, Palmer gas engine, just hauled. Owner busy, boat needs misc minor work. \$8,000 obo before 1/1/98. (510) 559-8942 or (301) 972-8366. BUC book about twice my price.

**ISLANDER 30.** Diesel, roller furling, hot water, wheel, many extras, recent survey, good charter boat. \$17,500. Call (415) 331-8250.

**MUSTANG SALLY, WYLIECAT 30** prototype for sale. Ready to race & available for delivery in San Francisco. Carbon fiber wishbone, 2 Hodges sails, dodger, 9 hp Yanmar diesel inboard, Autohelm speed & depth instruments. Custom, galv four wheel trailer. Boat is immaculate, lovingly equipped & maintained. Owner moving to larger craft. \$75,000. Call Warwick Tompkins, (415) 383-0949.

## 32 TO 35 FEET

**SANTANA 35, 1982.** Racer/cruiser, many sails, inboard diesel, full electronics. 2 double berths, 4 single berths, head, 11' 11" beam. Great Bay boat. Berthed in Alameda. Must see this beauty! Backdraft. \$28,995. (408) 379-9189.

**SOVEREL 33, 1983, MISCHIEF.** Well equipped, light, fast racer. Lots of sails incl 3DL main. GPS, Navico tiller pilot, QuickVang, 2 spinnaker poles, etc. Excellent race record. \$35,000 obo. Call Bill, (707) 746-0427.

**IDEAL POCKET CRUISER.** 1977 Downeast 32 cutter. Excellent ground tackle, power windlass, dinghy on davits, solar panels, wheel, radar, AP, Loran. Asking \$32,000. Phone: (209) 225-1923.

**33-FT TARTAN TEN,** with Gas House Cove slip, #616. Awlgripp topsides, mast & boom, green weather cloths, diesel engine, tiller. Not a liveaboard. Asking \$14,000. Call (415) 252-5555 dys or (415) 388-6686 eves & wkends.

**ARIES 32, 1974.** 4 cylinder diesel, dinghy, canvas cover, selftending, spinnaker. \$21,500. Contact (510) 933-0853.

**DEHLER 34, 1985.** German racer/cruiser, Blue Max '97 Season Champion. Ready for racing or comfortable cruising. Stereo, propane stove, GPS, Autohelm, KVH Instruments, Max Prop. Excellent sails. New bottom paint. \$44,000. Berkeley. For more information. (510) 658-6687 or max40153@aol.com

**BRISTOL 32, 1967, HULL #5.** Complete refit. Profurl, AP, B&G, radar, GPS, computer, Heart Inverter w/Link 200, VHF, stereo, Adler-Barbour, wheel, LPU, Yanmar. Immaculate. \$35,000. Call (510) 649-9164.

**CATALINA 320, 1994.** Excellent condition, fresh water boat 9 months out of year. Loaded with electronics, knot, depth, WP/WS, NavData, GPS, Autohelm, radar, stereo. Charger, VHF, dodger, PSS shaftseal & other features standard on this boat. Asking \$74,500. (916) 684-4904.

**CATALINA 320, 1996.** Immaculate condition. AM/FM/CD, knot, depth, wind point & speed, Autohelm 4000, GPS, dodger, bimini. Roller furling, tefrig, new cruising spinnaker, 3 batteries, 35 lb CQR. \$77,000 obo. (714) 563-8642.

**32-FT GAFF TOPS'L SCHOONER, 1986.** S/V *Wilhelm H. Starck* is being offered for sale. A unique & beautiful replica of the 19th century fishing schooner of New England. All interested parties contact Steven J. Phillips for specification sheet. \$46,000. (408) 234-1412.

**SWEDISH SLOOP, LAUREN 32, 1964.** Fiber-glass, full keel, strong ocean cruiser, great liveaboard. Volvo MD2B, 6 sails, windlass, 6 winches, new rig, VHF. Full working galley, oven, heater, head, holding tank. Sleeps 5. Fast, ready to sail. \$20,000 obo. (415) 332-0704.

**J/33, 1990.** Thoroughly maintained, impressively clean, low hrs, Ockam instruments, depthfinder plotter, CD player, 12v outlet, main sheeting fine tune, 3 new sails in '96. Inventory includes: 5' oz, .75 oz, 1 oz, reach spinnaker. \$47,000. Contact (562) 494-3201.

**35-FT FANTASIA, 1979.** Hull #59. Strong ocean cruiser, center cockpit, aft cabin, 6'6" headroom, workshop, 215 gal water, 135 diesel, radar, GPS, solar, wind generator. \$61,000 obo. Call for equipment list. (408) 672-5663.

**ERICSON 32, 1987.** Beautiful condition, fully equipped. Wheel, diesel, CQR 25#, Danforth, lots of rode, roller furling, lines led aft. New canvas: dodger, sailcover, binnacle cover, hatch covers, handrail & taffrail covers. Autohelm, GPS, fixed & portable VHF, stereo, CD, TV. Propane stove, oven & BBQ, refrig, hot & cold pressure water, marine head & shower. Heater, teak folding cockpit table, etc. Also have West Marine inflatable w/ 8 hp Nissan. All top notch. \$45,000. South Beach slip. (707) 546-2954.

**SAN JUAN 34, 1982, NEVER, NEVER LAND.** Quick cruiser, stays'l sloop, monitor, windlass, anchor platform, 45 lb CQR, 200 ft of 5/16", roller furling jib, sym/asym kites, radar, GPS, solar. Modern galley, Force 10 w/oven, h/c pressure water, deep sinks, refer, diesel heat. Varnished teak interior. All opening Bowmar ports/hatches. Pullman berth w/ensuite head, sink/shower. Custom cockpit, dodger, bimini, weather cloths, cushions. Lines led aft. Barient ST, wheel steering. Yanmar 3GM20 FWC. \$47,500. Call Chris at (415) 289-7089 or (415) 332-5757.



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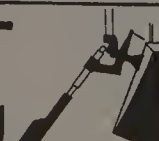
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**OLSON 34, 1988.** Race/cruiser, tiller, Harkensplit drum roller furler, spinnaker & gear, 2 mains, 150%, 86% & 90% for furler. GPS, Loran, VHF. Set up for shorthanded sailing. Asking \$50,000. Please contact Joe, (916) 635-9590, 7am-5pm or (916) 722-9750, 6-9pm.

## 36 TO 39 FEET

**ISLANDER 37, 1969, BRUCE KING DESIGNED** sloop. Very nice overall condition. Completely professionally overhauled Perkins 4-107 & transmission. Can be seen at Oyster Cove Marina, South San Francisco slip #101. Best offer. Call (208) 773-9560 or (415) 871-9935.

**TAYANA 37, 1983.** Staysail cutter. Perkins 4-108, complete refit since 1994, ready for extended cruise. Call for equipment list. Asking \$89,900. (805) 984-0576 eves or (805) 499-7010 dys.

**LANCER 36, 1979.** Excellent condition, fast. Great liveaboard cruiser. Cozy interior, private cabin. Large galley midship, double sink, oven, refrig, shorepower, pressure water, shower. Lots of storage. Roller furling, custom dodger. 100%, 150%, spinnaker, wheel, windlass, diesel. \$32,000. Call (510) 245-9506.

**ISLAND PACKET 38, 1988.** Excellent condition. Major refit since 1995, over \$40,000 value. Windlass Autohelm 6000, watermaker Watersurvivor 8011, dinghy davits, radar, power inverter, liferaft, EPIRB 406 Mhz. New cruising sails, auxiliary stainless steel diesel tank (50 gals), Stainless arch w/4 solar panels, 4 solar vents, new fiberglass dodger, new bimini, etc. Located in San Carlos, Sonora, Mexico. \$159,950. No sales tax. Call eves, (530) 257-3948.

**KETTENBERG 38.** Mahogany on oak. Sound hull. 1955 classic sloop. \$9,500 obo. Contact (415) 331-6930 home or (415) 512-1771 work.

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**38-FT LOA NEW ZEALAND CUTTER, 1929.** Master Mariner Champ '93. Looking for a good home, open to offers, serious only please. Call (510) 337-1189.

**37-FT PHILIP RHODES SLOOP.** Documented vessel. Good sail inventory, Yanmar diesel, propane stove, CG approved holding tank, wheel steering. Winner Master Mariners Race. Cedar on oak. \$19,000. Sausalito berth. (415) 479-3371.

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**EXPRESS 37, 1985.** Awlgrip hull, refrig w/freezer, 2 burner alcohol stove w/oven. Pressure water, h/c, shower, furnace Espar, B&G Hydra 330 electronics, 14 functions speed, depth etc displays port/starboard w/repeater at chart table. Two 20/20 jumbo mast displays. Two 4" Ritchie deck mounted compasses. Lowrance GPS w/C-Map display, Horizon 25 VHF all channels. Battery charger, dockside electrical cables. Winter cover. Lots of sails, plus brand new UK Tape Drive main & genoa, both Kevlar, more. \$89,900 US. (250) 722-2092.

**DOWNEASTER 38.** Beautiful fiberglass offshore cutter. Equipped w/diesel engine (exc condition), 5 sails (like new), spinnaker & gear, windvane, autopilot, boom gallows, mast steps, generator, refrig, freezer, windlass, lots of ground tackle, etc. Boat has just been rewired, replumbed, interior painted & varnished, etc. Needs exterior LP, cushions reupholstered, new stove & misc minor upgrades to make this boat like new. A steal at \$34,950 or trade for? Located Ventura. Contact (805) 546-1108.

**MORGAN 382, 1978.** World class sailing sloop designed by Ted Brewer. Easy to sail. Harken furling jib, main traveler, cabin top jiffy reefing. Roomy interior w/VHF, Loran, stereo, stove, refrig. Excellent condition. Price reduced to \$52,000. Call or fax: (650) 328-2408. Happy holidays.

**CLASSIC WOODEN HULL.** Built In Denmark. 36 ft LOA, 9 ft beam, 5-1/2 ft draft, full keel, sloop rig. Needs a caring owner with respect for classic lines. \$5,000. (415) 892-3786.

**38-FT FARALLON CLIPPER, 1949.** Make this a Xmas or New Years present to yourself. You deserve this comfortable, yet fast fractional rig sloop. Douglas fir on oak. Includes: 120 roller genoa, depth, knotmeter, VHF, GPS. Perkins 4-107 w/20 gal fuel. 50 gal fresh water in 3 tanks. Holding tank for toilet. 4 anchors w/chain-nylon rode. New topside paint, bottom paint. July survey. Professionally maintained. Price reduced to \$24,000. Jim, (415) 389-9304. Go ahead, treat yourself & the family.

**ISLANDER 36, 1977.** Beautiful royal blue hull, no blisters. Perkins 4-108 diesel, 7 Barent (3 self tailing) winches, Navtec hydraulic backstay, full battens main w/Dutchman furl system, Hood roller furling, new cruising headsail, 2 spinnakers, new rigging in '92. Dodger, refrig, h/c water, CNG stove, AP, teak & holly floor, shorepower & charger. New upholstery, propeller & complete engine overhaul in '97. Many extras & improvements. \$38,000. Contact David, (415) 435-6743.

## 40 TO 50 FEET

**STEEL 40.** Custom made in New Zealand, very fair hull. Experienced cruiser, fin keel, AP, sails well all conditions, lots of equipment including 3 spinnakers & scuba compressor. Call for a complete list. \$129,000. Lying Mazatlan. Please call (415) 948-6424.

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**44-FT STEEL ROBERTS KETCH.** Center cockpit, wheelhouse, Perkins, watermaker, h/c water, windvane, windspeed, windgenerator, radar, depth, solar panels, VHF, GPS, Autopilot, Harken furling, more. Liveaboard, boat San Diego, surveyed \$80,000, asking \$74,500. Must sell, all offers considered. (619) 584-1594.

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**MARINER 48, 1978.** Ketch. Proven world cruiser, ready to go. '95/96 total refit. All new electronics, all roller furling, 600 gal/day watermaker, 6 kw generator, Volvo 75 hp, washer/dryer, air conditioner, more! \$148,000. Great liveaboard. Located in Mazatlan. Fax: 011-52-6916-3614 or (562) 430-7103.

**OLSON 40.** 8 plus bags of sails, racing gear, cover girl of *Latitude 38*, rod rigging, hydraulic vang, backstay & babystay. Not a slow-poke. Asking \$90,000. Contact (415) 252-5555 dys or (415) 388-6686 eves & wkends.

**49-FT FERRO (SAMPSON DESIGN)** sailboat hull & deck. Professionally built with rebuildable 85 hp turbo diesel. Dry stored in Morro Bay. \$5,000 or trade for smaller boat or ? Call Ron at (805) 481-0825.

**VALIANT 42, 1993.** Cutter rigged world cruising veteran. Original owner configured this boat for ease in handling & comfort. Located in South Florida. \$270,000. Contact (561) 626-4436 or (714) 661-9536.

**41-FT VAN DE STADT, 1980.** Fiberglass hull & deck, cutter rigged sloop. 30 hp Faymen diesel, less than 500 hrs. Well equipped, strong, fast, clean & well maintained. 5 sails, spinnakers & fully battened main. \$45,000. (408) 266-0486 or sfkamen@aol.com or http://members.aol.com/sfkamen

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**47-FT PERRY CENTER COCKPIT CUTTER, 1978**. Set up for singlehanded, fully cruise equipped & upgraded w/new mast/rigging, 2 gensets, refrig, watermaker, radar, GPS/plotter, SSB, weatherfax, 2 autopilots, 406 EPIRB, 2 dinghies. Dodger/full enclosure, full bimini, charts for So Pacific, Hawaii, Mexico. Turn key ready. Vessel in Mexico. \$159,000. Wes, (800) 677-7245. Bellingham, Washington.

**TANTON 42, SCARAMOUCHE, 1977**. Fiberglass, flush deck performance cruiser. New 50 hp Yanmar, Harken furler, solar panels, AP, GPS, SSB, EPIRB, liferaft, windlass. Lots of sails, ground tackle, mahogany interior, propane stove & heater. Serious offshore cruiser. \$60,000. (510) 814-3956.

**PEARSON 424 KETCH, 1978**. Complete refit in '91 including engine, fully offshore equipped. Windvane s/s, solar panels, wind gen, radar, watermaker, 3 cabins, separate shower, windlass, inverter, microwave. Self sufficient systems for liveaboard cruising. Most spacious, best equipped 42 ft. \$105,000. (510) 666-9729.



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**HARDIN GLASS KETCH (51' LOD, 60' LOA)**. Outstanding liveaboard cruiser, singlehanded, 2 stations, all furling, Costa Rica vet. 3 staterooms, work area, double salon. Top construction & design, heavy glass hull. Generator, watermaker & inverter. Many extras, upgrades & spares. Some trades/financing possible (boat/RE). \$129,000 obo. Roger Perry, (415) 331-5251.

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**32-FT PIVER TRI**. Rebuilt in '96. Offshore ready, in Sea of Cortez. Lots of extras. Up to \$5,000 in trade. \$25,000 U.S. For more information, send self-addressed envelope to: Thomas Millard, Lista de Correos, Mulege, BCS, Mexico or fax number: 011-52-115-30190.

**F-9A, 31-FT, 1995**. Enlarged cockpit, aft cabin, tall rig, big roach Kevlar main, jib, screecher on 8 ft bow pole with furling & asym spinnaker. Also Dacron main, jib. Best of equip. VHF, DS, GPS, compass, 2 burner stove, 30 gal water, 9.9 Yamaha. Best offer. (011) 52-1125-0759, Mexico.

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**42-FT MATTHEWS CRUISER, 1956**. Very good condition. Fiberglass flying bridge & deck. Excellent Bay cruiser & great liveaboard. Twin 350 Crusader engines ('86). Loaded. \$45,000. Call Will or Haven at (650) 364-2303.

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**42-FT CHRIS CRAFT FIBERGLASS sportfisher, 1969**. Twin 1993 Yanmar 315 hp turbo diesel, 8kw genset, Autopilot, radio, GPS, shower, lots of room. \$69,500 firm. (408) 461-0810.

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**CATALINA 27 BERTHED BRICKYARD COVE.** Partner wanted to share \$340 current monthly expenses. Fully equipped including new Quantum furling genoa. Lease/option possible. Bernie, (707) 938-8824 or fax (707) 938-8950.

**CATAMARAN CAPTAIN-PARTNER SOUGHT,** (possibly couple). To operate 40 ft offshore cruising/racing cat. Lifestyle/part time charter business Bali, Indonesia. Minimum 1 yr commitment. You will need approx \$24,000 US (this includes your contribution boat program). I have all permits operation Indonesia. Must have extensive catamaran exp. 100% reliable, responsible, constant upkeep/upgrade vessel. Independent, enjoy interacting socially as well as isolation, remote anchorages. I want to know who you are. Complete background information & goals, aspirations. Most important, you want & can afford a life full of surfing, sailing, snorkeling & ethnic island adventures. Write/fax: Nelson Swartley, Pt. Indo Pacific Net, PO Box 1076, Kantor Pos Tuban, Badung 8036, Denpasar, Bali, Indonesia. Tel/fax: 62-361-703119 or fax: 62-361-751824.

**WONDERFUL OPPORTUNITY FOR COUPLE** or family to have use of Columbia 36 located in Marina Green, San Francisco on weekends. Boat very comfortable & outfitted. Cost \$250 monthly or negotiable. Pets welcome, groups & clubs not. Professional skipper may instruct. Contact Peter, (415) 563-4421.

**37-FT PHILIP RHODES SLOOP.** Documented vessel. 50% equity partnership. Good sail inventory, Yanmar diesel, propane stove, CG approved holding tank, wheel steering. Winner Master Mariners Race. Cedar on oak. \$9,000. Sausalito berth. (415) 479-3371.

**30-FT KNARR.** Sole owner seeks 2 or 3 partners for full equity ownership. SF Marina Green berth. Just refarmed & totally refinished. Great one design class. \$2,000 for 1/4 equity (negotiable). (415) 383-8561.

**35-FT CHALLENGER SLOOP,** with diesel. Half equity partnership. Santa Cruz or Bay Area slip (your choice). Equipped for offshore sailing, too much equipment to list! Excellent condition. Fast, safe & forgiving. So little money for so much boat! \$15,000. (408) 848-3470.

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**35-FT CORONADO, 1974.** Surveyed in '94, \$35,000. Equip installed after survey, 35 hp diesel, radar, GPS, Autohelm, VHF, SSB-HF radio. Also has shower, microwave, stove with oven and more. Want motorhome or sale. Fax number: (112) 1-61-42.

**POSITIVE CASH FLOW!** Rental, large house, 11 rooms, 2.5 baths, near Lake Merritt in Oakland. Would like to trade for a 32-50 ft sailboat. Have approx \$100,000 equity willing to trade up or down. (510) 339-8363.

**\$110,000 EQUITY IN 5 UNITS IN ALAMEDA,** CA. Value: \$410,000. Trade for 42 ft powerboat or 45 ft + motorsailer/pilothouse sailboat. Leave your complete phone number at (800) 209-5448.

**TRADE FOR FIBERGLASS SAILBOAT OR** trawler over 36 ft designed for offshore. Must be in excellent condition. Lotus Super 7 built in Canada. Chassis modified by Com-Tec in El Dorado Hills. Toyota Formula Atlantic engine, fresh off of Hasselgren Dyno in Berkeley, CA. 1,600 cc, 4 AG with 189.1 hp with mild cam. Trans is Toyota case w/all changeable gears & dog rings. Rear axle is full floater & disc brakes, several gear ratios, engine has programmable fuel injection & extra set of webers. Car could be converted to street. Over \$50,000 invested. Complete w/trailer. Used for auto x. Weight is under 1,300 lbs. Please call (510) 531-8058.

## WANTED

**BOOKS & CHARTS NEEDED!** Orange Coast College is building a new public nautical library. We need nautical books, charts, guides, instruments. All subjects & areas needed by our students - 5,000 annually. Your gifts are tax deductible through the OCC Foundation. Call us to arrange pick up & receipt. (714) 645-9412.

**WANTED TO RENT.** Liveaboard, single professional with boating experience would like to rent power/sailboat in South Bay Area. Would consider rent to own agreement. (650) 367-5614.

**2-3 HP OUTBOARD WANTED.** Must be in excellent condition. Call John at (510) 798-3067.

**OFFSHORE CRUISING SAILBOAT WANTED.** Loaded with gear, up to \$125,000. 45 ft to 55 ft, fiberglass ketch preferred. If you're ready to deal, contact Bob or David at (530) 885-5859 or fax: (530) 888-0672 or email: kiwibob@newworld.net

**WANTED: 34 TO 75-FT UNFINISHED HULL** or neglected cat, tri or sailboat regardless of condition or location. Ferro, wood, steel, alum or glass. Cash, will pay finder fees. Call Gary Jennings, (415) 474-6593.

**WANTED: PERKINS 4-108 DIESEL ENGINE** for my boat. Prefer engine ready to use, but will consider engine to rebuild. Call Mon - Thursday, (209) 551-2724.

**WANT TRAILER FOR CATALINA 22,** swing keel. (209) 531-2101, if no answer leave a message.

**DESPERATELY SEEKING SAN CARLOS!** Driving to San Carlos in December? We are trying (urgently) to find a ride for some of our gear and/or 2 of us to Marina Seca in December. Will pay for fuel. Please call, (916) 283-5027.

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**MANUAL WINDLASS & BICYCLES WANTED.** Simpson Lawrence Sea Tiger 555 manual windlass. 2 Dahon Mariner folding bicycles. Contact (281) 334-5018, voicemail.

**WANTED:** Catalina 36, Catalina 34, Catalina 30. Cash buyers. Private party, (408) 429-5111.

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**FURUNO 1831 RADAR.** 24 miles, manuals, cable, used 1 season. \$3,895 new, \$1,950 obo. Call JY, (415) 453-8040.

**ISLANDER 36 SAILS FOR SAIL.** Good condition. 130% genoa, \$250. Main, \$250. Or \$425 for both. Phone: (415) 331-6527.

**BRITISH SEAGULL ENGINE.** 11 hours on engine, all paperwork, 2nd owner, came with boat. Would like to sell, first \$400 takes it. Contact Rob, (415) 332-5306.

**CARBON FIBER SPINNAKER POLE,** with Sparcraft end fittings, weight is approx 35 lbs; length 21 ft, LP painted white. Lightly used. \$975. (714) 645-5305, Greg.

**MARINE ELECTRONICS.** Brand new, boxed, warranties: Interphase Echo 8 scanning sonar, \$525; APELCO 560 fishfinder/plotter, \$425; Hummingbird LCR in dash depth sounder, \$140. Used, excellent: Kenwood 130-S HAM radio, \$375; Alden Faxmate weatherfax, extras, \$375; Ray 90 commercial VHF, \$175. (360) 379-8736.

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**CRUISING GEAR.** Watermaker, Village Marine Tec Little Wonder w/extended cruising kit, \$2,000. EPIRB 406 ACR, battery good through mid-2001, \$500. Max anchor #16 w/adjustable arm, \$250. 300 ft 5/8" 12 braid line, new, \$150. Alternator, 90 amp, Balmar Model 91-75, new, \$200. Sony worldband receiver model ICF-2010, \$250. GPS, Magellan 3000 handheld with external antenna, \$200. Air Marine wind generator, \$500 (with mount, \$800). Two 24" x 24" Solarex solar panels, 1.7 amps each, \$100 each. Sea anchor, Shewman, 12 ft dia, never used, \$300. Inflatable dinghy, Avon Rover 3.1, complete, \$300. Outboard, Yamaha Enduro 8, \$450. Misc Pacific Coast & Mexico charts & cruising guides. (415) 242-1257.

**9-FT AVON REDCREST INFLATABLE.** Complete oars, floorboards, pump, dodger, outboard bracket. \$485 obo. 1997 Nissan 3.5 outboard motor, n/f shift-longshaft. Only used 30 hrs. \$550 obo. Custom made styro mattresses for v-berth on Columbia 26. Leon, (415) 437-5558.

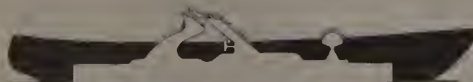
**RANGER 23,** excellent spinnaker, \$750. Good small spinnaker, \$400. Like new Pineapple 123% class lapper, \$650. Please call Gary Jackson at (510) 653-5100 or (510) 245-0849.

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**WANTED: USED SURPLUS MARINE** equipment. Convert your overflowing dock box into cash. Heck, I'll even buy the box. Sold your boat & still those extras laying around? Inflatables, anchors, winches, windlasses, stainless, brass, o/b's. Call me. Have cash, will travel. (916) 487-1481.

**23-FT DOUBLE AXLE BOAT TRAILER**, in good condition. Will sell for \$650 obo. Please contact (415) 585-1384.

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**SAIL-SERVICE-SOCIALIZE.** San Francisco Bay Oceanic Crew Group invites skippers, crew & apprentices to join one of SF Bay's most active sailing groups. Participate in service, skill-improvement sails & fun sails. For more information call (415) 979-4866.

**CLUB NAUTIQUE UNLIMITED** couple membership. ASA sailing school of the year, reciprocal yacht club privileges. Modern fleet berthed in Alameda & Sausalito. Complete sailing instruction & fun social events. \$4,425 value for \$3,100. Robert Meghnagi, (415) 383-3900.



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**BARBARY COAST BOATING CLUB**, Northern California's gay & lesbian club. Open to owners & enthusiasts of sail & powerboats, kayaks, canoes & PWC's. Monthly meetings & lots of events. Call our hotline, (415) 905-6267.

**PACIFIC CRUISING ASSOCIATION**, PO Box 280, Port Hueneme, CA 93044. Voice: (805) 525-0064, fax: (805) 933-2108. We offer camaraderie, monthly news publication, reciprocal privileges, mail forwarding & much more for the cruiser.

**BASIC COASTAL NAVIGATION.** Conducted by US Coast Guard Auxiliary. Beginning Jan 27th (7 sessions), 7:30-9:30pm, Tuesdays. Yerba Buena Island (between SF & Oakland). \$35 includes texts. Please call Kay (415) 399-3411 for information.

**CAL 20.** New Harkin winches. New paint, spinnaker, good condition. \$2,000 obo. (408) 426-7797.

## BERTHS & SLIPS

**ATT'N SAILORS!** I have boat slip in Napa on Napa River behind residence w/access to SF Bay. Also I have boat slip at Tahoe Keys behind my residence w/access to Lake Tahoe. Would you like to sail summer in Tahoe & winter in the Bay? Or you may want to use one location only. Boat of 25 ft+ recommended. I am an experienced sailor & like use of the boat. Please call, (510) 222-2312.

**SAN FRANCISCO, PIER 39.** 50 ft slip for sale. \$30,000 or lease \$350 per month. For info please call (415) 956-7422 or (510) 769-0337.

## CREW

**HEAR YE, HEAR YE, ALL YOU SINGLE** sailors, skippers, mates, crew (advanced or novice), come join us at our social & meeting to be held at Oakland Yacht Club in Alameda on the second Thursday of each month. Social starts at 7 PM. For details call Single Sailors Assoc (SSA) at, (510) 273-9763.

**LIKE TO MEET FEMALE, 40'S**, attractive, for sailing & companionship. Enjoy sailboat chartering & cruising, scuba diving, hiking, etc. Considering cruising lifestyle. Divorced male, professional, attractive, 6'1", fit, 54. Let's exchange letter & photo. Joe, P.O. Box 894, Saratoga, CA 95071.

**CREW APPRECIATED.** Tahoe skipper, new to Bay, seeks crew for selected mid-winter races & some daysailing on my Martin 242. Emphasis on fun. If you like to yell & win at any cost - don't call. Mike, (916) 544-4014 or mgrimm@juno.com

**SEEKING A SAILING MATE**, fit female to 48, all weather let's go, not afraid of a little blow, like wine, giggles, fun? You're definitely the one. Can travel and like to cruise? Be my guest, you can't lose. (415) 265-9292.

**YACHTWOMAN (REDHEAD DOLLY PARTON)** I.S.O. Yacht Man. N/S, 45+. Will accept with dinghy, but both oars must be in the water! I'm happy & secure & want a captain. Believe dreams come true, they do! Kathy, (510) 458-1016.

**WE DESIRE ANOTHER EXPERIENCED**, cheerful, sailor, dedicated to sailing/exploring for years, to share in the pleasure & effort of a slow, careful circumnavigation, leaving end of February on my well equipped Hunter Legend 45. Contact David, (415) 589-4509 or Dawsail@aol.com

**NEED CREW?** I am looking to crew from Hawaii to West Coast and/or West Coast to Hawaii in Spring-Summer '98. Also looking for other extended crewing opportunities. I am a 23 yr old, experienced sailor, athletic, multi-talented. Theodore, (808) 891-0959.

**LETS SAIL AWAY TO PARADISE.** 20 years of corporate life & I'm ready to swim, snorkel & sail in warm pristine waters. SWM, mid-40's, educated, physically fit, loves life, gentleman with 20 yrs of sailing adventures, a captains license & a newly refurbished 44 ft Bob Perry design world class cruising yacht is looking for a 1st/soul mate to share the adventure with. Ready to escape? Let's exchange letter & photo. Charlie, 3419 Via Lido #381, Newport Beach, CA 92663.

**SEEKING FIRST MATE WITH SAILBOAT** for LTR of cruising to exotic ports, exploring life. Sailboat: pleasing lines, light displacement, easy-going. Captain: USCG Master, retired USAF Officer, late 40's, NS, DDF, athletic, intelligent. Photo of sailboat, PO Box 3754, Galveston, TX 77552.

**SEEKING ONE GOOD SKIPPER** who believes in romance & courtship for fun & loving LTR. Available for Bay sails & short term cruising now while planning a cruising lifestyle beginning no later than 2000. Me: blue eyed, spunky, athletic, attractive, blonde. You: NS, 45-55 yrs, 5'10"+, affectionate, humorous, spiritual, great health, intelligent & financially solvent w/yr of experience on boats. Own boat, scuba, windsurfing are pluses. Leave msg for JT, (510) 325-6369.

**MALE SAILBOAT OWNER**, licensed Master, 53, voyaging to warmer waters. Bright, humorous, book & boat lover seeking woman 35-45, of independent means for long term relationship. Note & photo to: PO Box 150134, San Rafael, CA 94915-0134.

**SAD, WOULD-BE CREW.** The Santa Cruz 40 I was supposed to crew on for the Pacific Cup isn't going. I still want to. Skills include medic, sail repair, foredeck, navigation, food, racing Puget Sound. Jennifer, 1109 Pine, Klamath Falls, OR 97601.

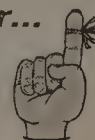
**SVELTE, ATTRACTIVE BLONDE** woman, 32, enjoys boating, fishing, the outdoors, travel, SF Bay cruises, seeking nautical, tall white male, blonde/brown hair, (preferably 37-45ish, fit, NS) SF Bay Area. Send photo & letter: PO Box 842, Millbrae, CA 94030.

**SINGLE MALE, 35, SEEKING A** free spirited soulmate for a cruise around the world. Someone who wants more from life than living as a slave of reality, someone who wants to write her own destiny with the birth of every new day, 20-30. (510) 215-2845.

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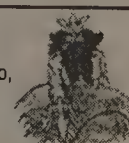
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**CERTIFIED WELDER/MECHANIC NEEDED** at S. F. Boat Works. Great place to work with good wages & benefits. Fax resume to: (415) 626-9172.

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**MARINA ASSISTANT:** \$31,956 - \$33,864 plus 7% PERS. City of Berkeley seeks experienced individual to patrol the Marina, dock & grounds. Requires HS grad, 2 yrs marina operations experience; Coast Guard/Power Squadron & lifesaving certificate & small boat handling desirable. For application call (510) 644-6460 by Dec 29, 1997.

**B & B INNKEEPER**, lighthouse/island in San Francisco Bay, couple only, Coast Guard commercial boat operator license required. 4 rooms, dinner & breakfast served. Send resume & proof of Coast Guard license to: East Brother Light Station, 117 Park Place, Richmond, CA 94801. Fax: (510) 232-5325. For more info: www.ebls.org.

**IMMEDIATE OPENING FOR PART-TIME** office assistant. Must be organized, reliable & a self-starter. Multi office tasks, customer service, book-keeping, boat shows, etc. Sailing exp preferred. Marin. Fax resume to (415) 924-6617.

**AMERICA TRUE.** The co-ed America's Cup team is looking for a retail store manager. Fax resume: (415) 433-9910. Volunteers needed in all areas, (415) 433-4287.

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**FIJI CHARTER YACHT.** Beautiful 50 ft LOD wood ketch, 1976. 65'x15'6"x8', 35 tons, sleeps 9 in 3 double cabins & pilothouse. Very large salon, all varnished, leaded glass, wet bar. GM 4-53, Onan gen, cold plate. Seaworthy & heavily rigged, Rubaiyyat has flush deck (teak) & is very comfortable. Avon offshore liferaft & all safety equipment. Certified for 25 day passengers or 6 overnight. Imported & licensed in Fiji. Reasonable condition. The best life I ever had. \$125,000. Please call (530) 475-0323.



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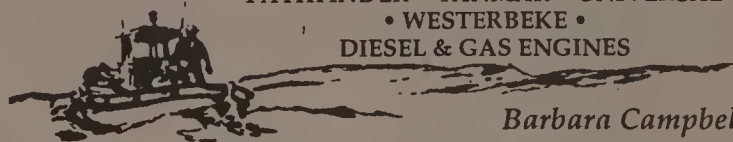
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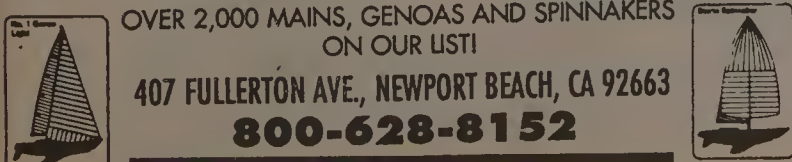
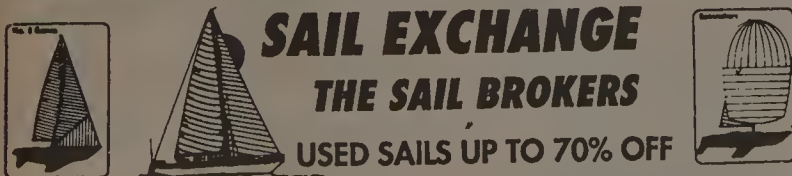
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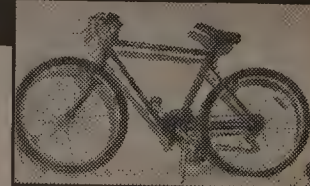
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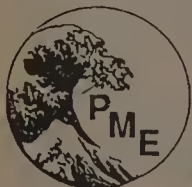
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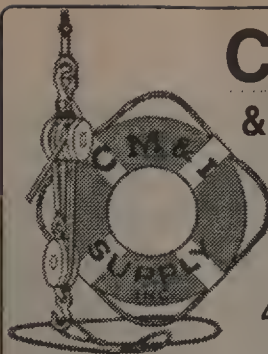
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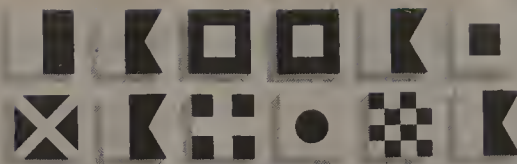


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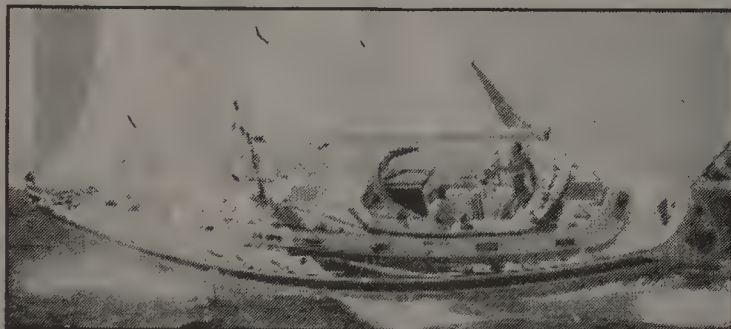
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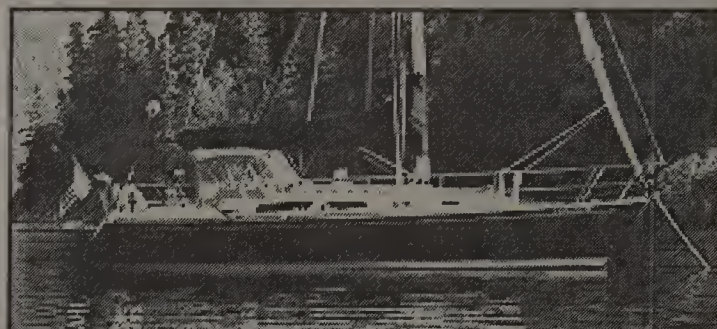
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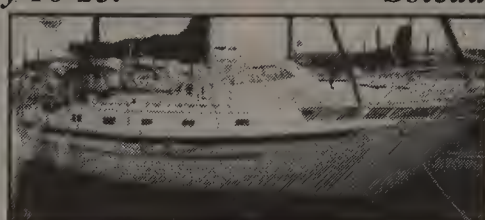
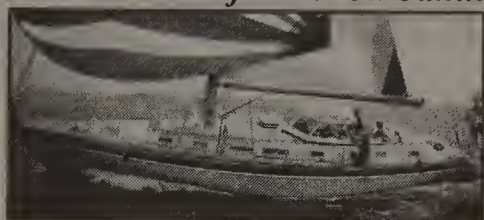




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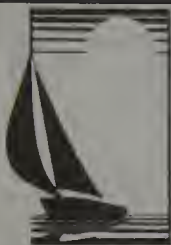
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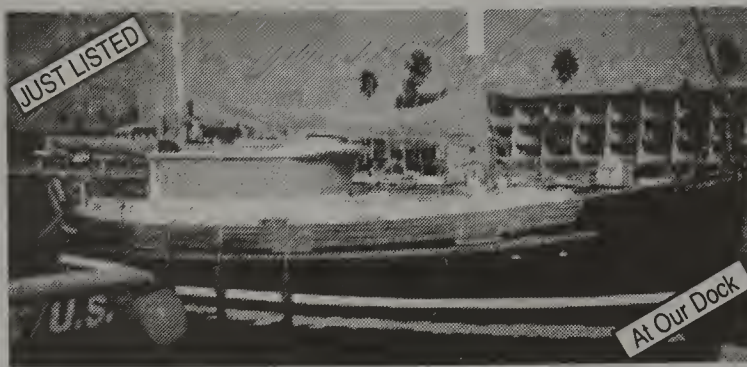
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**30' WILLARD '76.** Heavily built full keel fiberglass cutter, for blue water sailing. Perkins 4108. Asking \$29,500



**\*35' ERICSON 1970.** Wheel steering, roller furling many upgrades. Clean at \$24,000



**\*36 CAL '66.** Sturdy & fast equipped with new rigging, tabernacle mast (91), Diesel engine, lot of boat for only \$26,900



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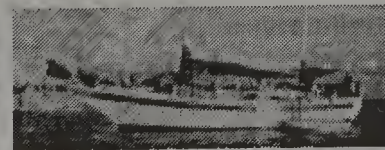


**\*29' CAL '70.** Another extraordinary well built boat. No blisters '96 survey. Asking \$14,000

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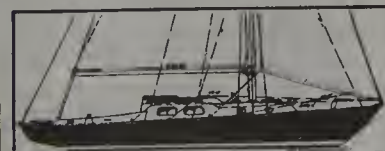
**51' FORMOSA '80 Motorsailer w/3,600 mile range.** 58' length overall. Have two starting from \$119,000



**\*41 FORMOSA '71-** Pilothouse, full keel/ketch. Call for more information. \$65,000



**\*32 ERICSON 1972.** 24hp Yanmar w/ 20hrs. Excellent condition Asking \$24,500



**30' ALBERG 1965** Excellent condition, Full keel, fiberglass hull, blue water cruiser. Asking \$26,000



**30 CHEOY LEE '64.** Beautiful Herreshoff Ketch for the traditionalist. Diesel engine. \$15,900



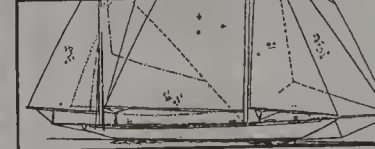
**2X 30' YANKEE SLOOP '73/74.** Sparkman & Stephens design, interior is like new and original. Price includes Avon Dinghy with motor. '73 \$22,500/ '74 \$16,500



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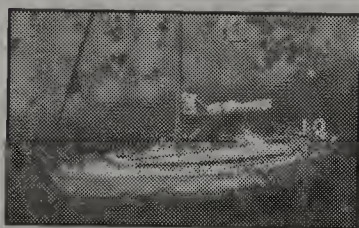
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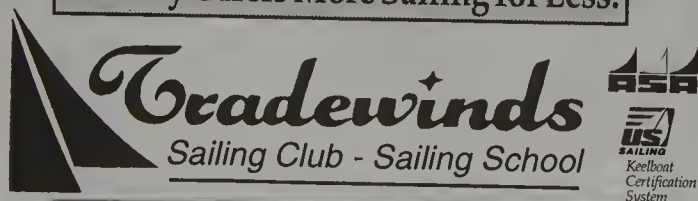
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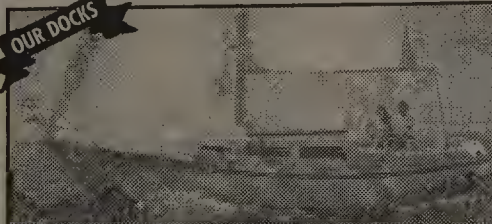
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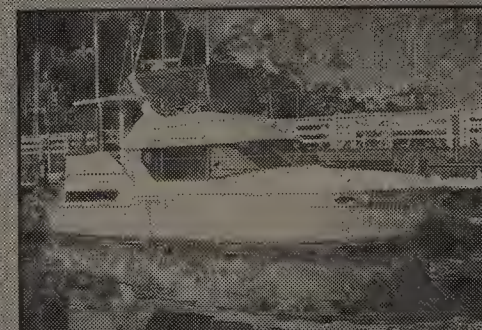
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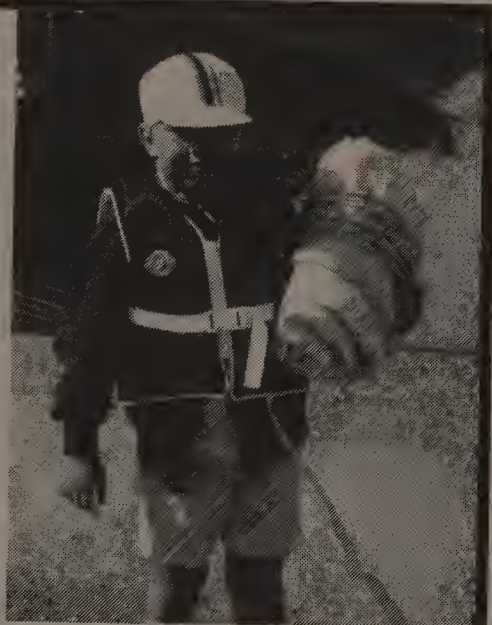
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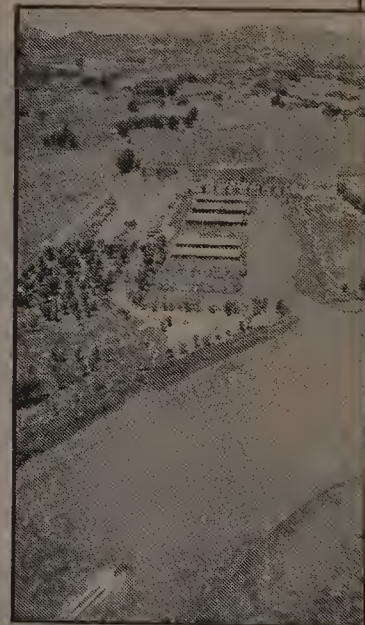
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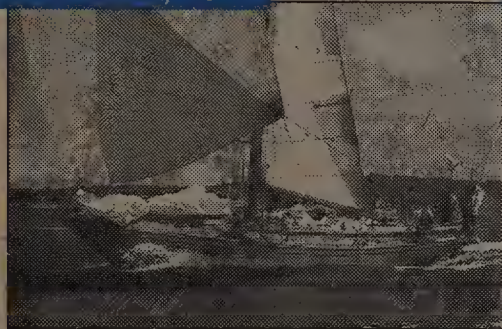
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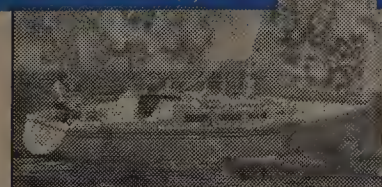
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**65' SWAN, '78**



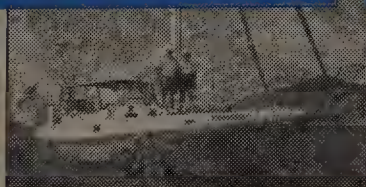
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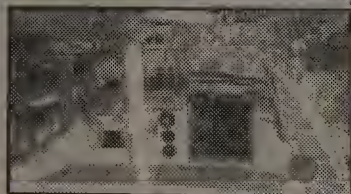
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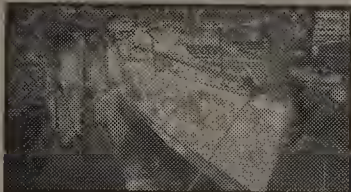
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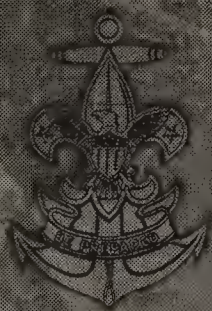


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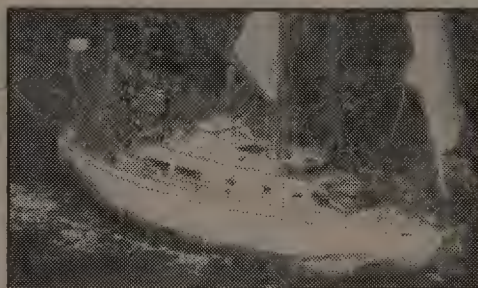
Performance proven, in mint condition. Full battened main, roller furling, Navtec system, AP, radar, GPS and much more. Asking \$115,000.



50' ENGLISH CTR High performance ocean cruiser. Camper-Nicholson built to Lloyd's A-1 standards, new Valva dsl, rebuilt interior. \$62,000.



39' WESTSAIL Perry design, beautiful cust. inter, long list quality gear incl. 11' Avon w/OB, dodger, Aries vane, ham radia. Cruise/lbd. \$115,000.



35' CAL, '83

Cruise loaded incl. Monitor vane, ProFurl, radar, GPS, Ham and SSB radios, weatherfax & more.

At our docks. Asking \$60,000.



35' HINCKLEY PILOT Sparkman & Stephens classic in fiberglass, Perkins diesel. Loaded w/gear & well maintained. Asking \$69,000.



33' NANTUCKET Alan Gurney design, built in Holland. Performance cruiser. Dsl, Avan, full cover. Our docks. \$29,500/Offers.



35' SANTANA This racer/cruiser is in beautiful condition. Low hours, new diesel. Loaded w/upgraded gear. \$29,500/Offers.



FAST 345, '84. Ran Holland designed performance cruiser built to Camper Nicholson's specs. Two boat owner. Asking \$39,000.



40' MATTHEWS. Beautifully maintained by a baatyard owner. Up to survey. Great liveaboard. Motivated seller. Asking \$25,000/Offers.



38' FARALLON CLIPPER Classic Master Mariner in excellent condition. Many upgrades. Diesel, teak decks, furling jib. Asking \$24,500.



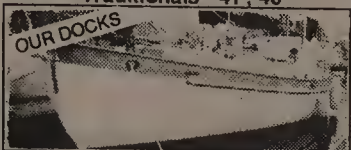
# Craig Beckwith YACHT SALES NEW AND QUALITY RESALE

*a friendly, quiet place to talk sailing*

NEW



New Order Hans Christians  
Christinas - 43', 52'  
Traditionals - 41', 48'



HC38T - '80 Cruise Ready \$115k



27' Albin Vega - 76' Diesel \$12.9k



Hans Christian 41T - 86' Loaded \$189k

Full Service Brokerage to serve all your Yachting Needs.

AGENTS

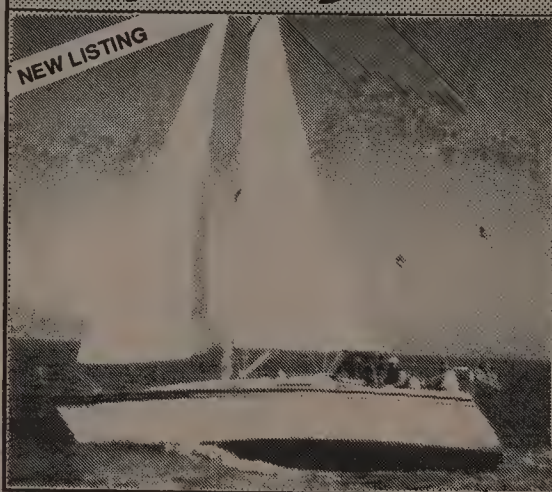
FOR NEW

**Hans Christian**

**BRISTOL CAL PEARSON YACHTS**

## Feature Boat

NEW LISTING



1985 HUNTER 31 - PRISTINE CONDITION, ONE OWNER, SPACIOUS, YANMAR DIESEL, WELL EQUIPED - ASKING \$38K

Merry Christmas and Happy New Year  
The best of the holiday season and a prosperous new year to our valued customers  
Thank You Patti and Jack

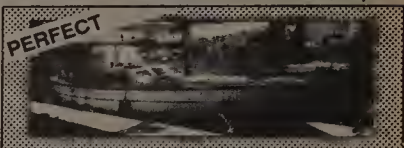
NEW



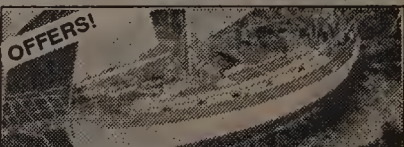
New Order: BRISTOL/ CAL/ PEARSON  
BRISTOL - 31' ... 65' CAL - 33', 39'  
PEARSON - 31', 33', 34', 38', 39'



CARTER 30 Offshore - 77' Bris \$24.9k



Northwind 47 CC Pilothouse - 85' \$249k



Hans Christian 38 MkII - Pullman \$110k

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The Millennium is Approaching!



### The 60' Ocean Voyager Millennium Falcon Offered For Sale

Designed by Ted Brewer. Solid steel construction means safety and worldwide repair capability. Twin bilge keels provides shallow draft (5'9") and keeps the boat vertical if grounded or careened. Built with simplicity and owner maintenance in mind. Marina Village, Alameda berth.

**\$339,000**

For detailed specs and info contact Randy Chandler  
**(510) 864-9182**

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## MAC DONALD YACHT



<http://www.electricti.com/~jtaylor/macyacht.html>



46' KELLY PETERSON

Fully outfitted cruiser, new LP, 37 hours on genset, watermaker, inverter, SSB, full furling, great performance. \$199,500.



48' MARINER

New LP. Roller furling main & jib. Lightly used, well maintained, beautifully decorated. \$136,000.

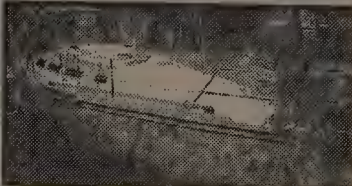


38' DOWNEAST

U.S. built, aluminum spars, only 900 hours on 68hp Lehman. Excellent cruiser. \$65,000.



42' CUSTOM PILOTHOUSE, '87. Everything but hull by De Vries of Holland. Inside steering, new 110 hp Volvo, bow thrusters. \$225,000.



36' CATALINA, '85, loaded ..... \$51,500  
50' Gulfstar ..... \$155,000  
34' Catalina, '87 ..... 2 from \$52,000  
30+ Ericson ..... \$22,500



36' JEANNEAU, '85. Sunshine model. 3 state-rooms, loaded with top electronics, Heart inverter, refrigerator, 6 sails. Fast and comfortable. \$60,000.



1/4 Mile North  
of S.F.  
Bay Bridge



# BAY Wind

YACHT SALES

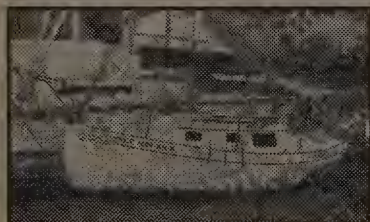
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**658-9491**  
baywind@sirius.com  
<http://yachtworld.com/baywind>



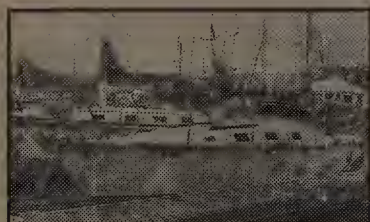
CATALINA 34



LANCER 30



FLICKA 24



LANCER 28

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Visit with our cheerful sales staff.

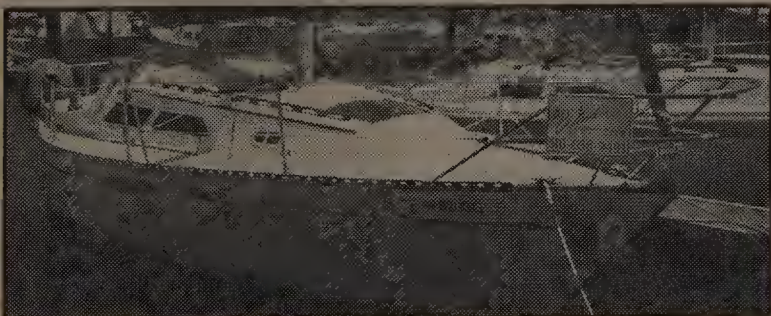
**NOW IS THE BEST TIME TO ACT**



TARTAN 37



BANJER 37



ISLANDER 28



JOHNSON JAGO

### SELECTED LISTINGS

#### SAIL

41' Johnson & Jago, '46	\$24,500	34' Catalina, '89	\$49,950	31' Southern Cross, '82	\$47,500	27' Catalina, '74	\$9,400
40' Grebe, '38	\$39,900	33' IOD, '61	\$16,450	30' Lancer, '84	\$21,565	27' Catalina, '72	\$6,250
37' Banjer PH MS, '72	\$97,950	33' Farr	\$34,500	30' Catalina, '75	\$19,500	26' Catalina Capri, '92	\$26,950
37' Tartan, '82	\$69,500	32' Islander, '77	\$27,500	29' Cal, '74	\$12,900	26' Balboa, '72	\$10,500
36' Ulysses, '85 (launched '95)	\$48,000	32' Beneteau 32 R/C, '84	\$38,750	28' Hunter 28.5, '85	\$19,950	25' Catalina, '81	\$6,700
35' Rafiki, '77/'78	\$52,000	32' Ericson	\$29,900	28' Lancer	\$10,500	25' Yankee Dolphin, '68	\$7,500
34' Fast 345, '85	\$49,500	31' Dufour, '75	\$26,900	28' Islander, '77	\$18,950	24' Flicka, '79	\$22,500

**Fax (510)  
658-9521**

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Emeryville, CA 94608**

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Wishes from  
the Staff  
for your Best  
Year Ever

# Anchorage Brokers & Consultants



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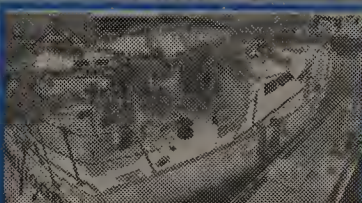
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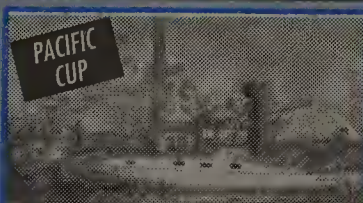
**PEARSON 303, '83.** Superior quality Bay boat, 6'2" headroom, exceptionally clean.

\$34,500.



**39' WESTSAIL, '81.** Close to a '10'. Many custom features. Sistership to Fairweather 39.

\$115,000.



PACIFIC  
CUP

**CAMPER NICHOLSON 50.** Very successful ocean history. She looks brand new for a 1967. Proud to show! Asking \$75,000.



**37' HUNTER, '82.** Great boat for cruising and liveaboard. Exceptionally clean. 3 cylinder Yanmar. Great price.

\$45,900.



**37' IRWIN, '80.** Great liveaboard. Autopilot, radar on leveling mount. Great liveaboard and cruiser.

Reduced to \$59,000.



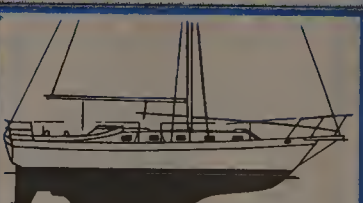
**FORCE 50, '77.** Main & mizzen Slawaway system, RF jib, low engine hours, washer/dryer, 2 staterooms. Asking \$169,000. Also 1973 asking \$129,000.



**ISLANDER 36, '79.** Diesel. New Autahelm. New refrig. Inverter. 1979 was one the best years for Islander. New to the market. Asking \$39,900.



**30' HUNTER, 1993/29' HUNTER, 1996.** Bath exceptionally nice boats. Bath advertised in the law \$60,000s.



**37' ENDEAVOUR, '79.** Perkins 4-108, liferaft, dodger, windvane, solar panels, SSB, Ham, CB, autopilot, radar, +++. Asking \$55,000.



**CATALINA 36, 1983.** Complete dodger and enclosure. Electric windlass. Roller furling. ST winches. Autopilot. 2 separate staterooms. Asking \$55,000.

### SELECTED CRUISING YACHTS

SAIL				SELECTED CRUISING YACHTS				
LDD BUILDER	YR	PRICE	LDD BUILDER	YR	PRICE	LDD BUILDER	YR	PRICE
60' SCHOONER	'95	\$385,000	35' ERICSON	'72	\$31,000	27' CATALINA	'88	\$11,500
60' OCEAN	'81	\$375,000	34' SABRE	'87	\$77,777	27' CORONADO	'72	\$11,900
51' PASSPORT	'84	\$275,000	34' ERICSON	'89	\$69,000	27' NORSEA	'90	\$59,900
50' CAMPER NICOLSON	'67	\$62,000	34' C&C	'80	\$41,000	26' HAIDA	'69	\$11,950
50' FORCE	'73	\$129,000	34' CATALINA	S. Cal. '90	\$69,500	POWER		
48' MAPLE LEAF S. Cal.	'72	\$133,000	34' HUNTER	'86	\$39,800	52' STERNWHEELER	'83	\$69,000
48' CELESTIAL	'85	\$139,900	33' TARTAN TEN	'79	\$19,500	49' HYUNDAI	'88	\$210,000
44' ROBERTS STEEL	'83	\$72,500	33' BRISTOL	'69	\$26,500	46' CHRIS CRAFT	'63	\$68,000
43' YOUNG SUN	FL '78	\$129,000	33' GURNEY HUISMAN	'68	\$35,000	42' HATTERAS	'80	\$155,900
41' C&C	'84	\$115,000	33' PETERSON	'85	\$35,000	42' MATTHEWS	'56	\$55,000
41' MORGAN		\$61,500	33' CHEOY LEE clipper	'75	\$35,000	42' CHRIS CRAFT	'69	\$60,000
39' WESTSAIL		\$115,000	32' WESTSAIL	'74	\$45,000	36' CROWN CUSTOM	'80	\$48,500
39' LAPWORTH	'58	\$23,000	32' CONTESSA	'81	\$29,900	34' SEA RAY	'85	\$52,000
38' CATALINA	'79	\$38,000	32' ERICSON	'70	\$18,999	31' TUNG HWA Trawler	'81	\$45,000
38' MORGANS	2 from	\$56,000	30' HUNTER	'93	\$60,000	30' TOLLYCRAFT	'72	\$26,000
37' ENDEAVOUR	'79	\$55,000	30' BABA	'83	\$59,000	28' FIBREFORM	'79	\$14,000
37' IRWIN CO	'80	\$59,000	30' CAPE DORY M/S	'87	\$89,000	28' BAYLINER	'84	\$26,500
37' HUNTER	'82	\$45,900	30' RAWSON	'65	\$26,500	27' REGAL	'93	\$53,000
37' HUNTER LEGEND	'88	Inquire	30' PEARSON	'80	\$16,900	27' SEA RAY	'88	\$38,000
36' SWAIN steel	'97	\$89,000	30' RAWSON	'61	\$15,000	270/290 SEA RAY	'90	\$42,900
36' CHEOY LEE clipper ketch		\$29,000	29.5' HUNTER, loaded	'96	\$64,000	24' FOUR WINNS	'88	\$17,000
36' ISLANDER	'80	\$58,000	28' HERESHOFF	'66	\$13,000	24' SEA RAY	'86	\$13,500
36' S2 11 METER	'85	\$62,000	29' CAL	'70	\$13,000	24' BAYLINER	'88	\$19,500
35' MORGAN	'72	\$16,900	29' RANGER		\$19,800	22' BAYLINER	'93	\$15,000
35' SANTANA	'79	\$29,500	28' COLUMBIA	'77	\$12,000	19' FOUR WINNS	'95	\$15,000
35' CHALLENGER	'74	\$33,900	28' ISLANDER	'79	\$15,000	18' BOSTON WHALER	'89	\$17,850
35' NIAGARA	'81	\$67,000						



**MORGAN 38s.** One asking \$56K the other \$69K. Ideal cruisers. The \$69K was set to go to the Baja Ha-Ha but owner unable to go. Real nice sail inventory!



**SABRE 34, 1986.** The classic layout is spacious. North full batten, Harken roller furling, 150% & 110%, oversized winches. Asking \$74,500.



**CATALINA 36, 1983.** Complete dodger and enclosure. Electric windlass. Roller furling. ST winches. Autopilot. 2 separate staterooms. Asking \$55,000.



**PEARSON 365 KETCH, '78.** Recent haulout and engine survey, Westerbeke diesel, comfortable cruiser and liveaboard, roller furling.

\$48,000.

C&C 41, 1984	\$115,000	Shaws like new
C&C 40, 1981	\$69,500	Best of the C&Cs
C&C 37+, 1990	\$150,000	Eura layout
C&C 34, 1980	\$41,000	Mexican vet

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**GARY MULL 45, 1981**  
Cruiser or PHRF racer with comfort.  
SF-Hawaii 12 days in 1995.  
Let's go again!  
Asking \$127,000.



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## Serving the Boating Community at this Location since 1956.

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**30' GILLMER CUTTER.** Dsl, roller reef, stays! spinn, beautiful varnish, VHF, etc., nice. Asking \$20,000.



**45' CHRIS CRAFT CONSTELLATION.** 3160 V8 Cat diesels, 7.5kw Onan, radar, etc. This vessel is in top condition & loaded! Asking \$64,000.



**32' WESTSAIL.** With diesel, 8 bags sails, aluminum spars, diesel heat and more. Absolutely perfect condition! Great buy! Asking \$40,000.



**35' LOD GARDEN KETCH** by Fellows & Stewart, diesel, wheel, roller furl, VHF, pilot, depth & more. Beautiful. Reduced to \$20,500.



**32' LOD CHANNEL CUTTER** by Bud McIntosh. This beauty has all new gear from AP & full elect to water-maker & dagger. Ready to cruise now. \$29,500.



**43' STEEL DUTCH-BUILT PH ketch.** Dual helm, rbl dsl, just replated & re-rigged; now finishing int. Strang world cruiser by Valentin-Zanen. Asking \$79,000.



**47' ALDEN OCEAN CRUISING CUTTER KETCH.** Dsl, just rigged, many recent upgrades. Design #777-E. Last of the Malabars. This is a world-class classic Asking \$83,000.



**32' TARGA Sloop.** Finland built. Diesel, dagger, new large sail inventory, roller furl, teak decks, center cockpit, wheel, vane and lots more. Asking \$39,500.



**MAIN MARINE CUST. 23 CHINOOK** w/rr, radar, VHF, depth, 130 hp Volvo I/O. Like new. Loaded, strong, seaworthy. Ideal fishing machine. Asking \$32,000.

**SAIL**  
64' S&S, alum sloop. Asking 380,000  
62' MTR SAIL, Gordener, dsl ... 225,000  
50' CAMPER NICHOLSON perf. cruiser, outstanding condition. Ask 62,000  
47' 30 SQUARE METER Sloop ... 9,900  
45' ALUMINUM IOR Sloop, dsl ... 42,000  
41' SAMPSON Ctr, dsl, whl ... 40,000  
40' PH CUSTOM CTR, dsl, '91. 100,000  
38' CHANNEL CUTTER Sloop, dsl ... 22,500  
35' S&S CANOE STERN Sloop, dsl ... 39,500  
34' HANS CHRISTIAN HANSA ... 84,500  
34' COLUMBIA Sloop, dsl, dean! ... 27,000  
33' RHODES WINOWARD, nice ... 29,000  
33' TRAOEWINS M/S, teak, dsl AK/Hawaii vet! ... Try 19,500  
32' ROYAL Cruiser, I/B, classic ... 8,500  
32' WESTSAIL, dsl, dinghy, + ... 39,500  
31' OUFOR Sloop, dsl, wheel ... 26,900  
31' BROWN Seacunner tri, O/B ... 7,000  
30' CATALINA, dsl, dean ... Ask 24,500  
30' BIRO Sloop, rebuilt classic roce ... 8,500  
30' NEWPORT, I/B, ready to go 11,500  
30' C&C MEGA 30 ... 12,900  
30' KNARR, O/B, good inventory ... 9,900  
30' SEABIRO Yawl ... 7,500  
30' GAROEN classic dbl-end Sloop 10,500  
29' CAL 229, very clean ... 17,000

28' PEARSON TRITON Sloop, I/B ... 7,000  
28' FELLOWS & STEWART Gaff ketch, ... dsl, dean ... 20,000  
28' HERRESHOFF ROZINANTE ... 23,000  
27' CATALINA, dsl, loaded ... 10,500  
27' CATALINA, 9.9 hp O/B perfect starter boat ... 7,400  
27' NEWPORT S, I/B ... 12,500  
26' EXCALIBUR Sloop, O/B, nice ... 6,800  
25' ERICSON Sloop, O/B, w/trlr ... 7,900  
24' C&C Sloop, O/B ... Reduced 5,500  
24' SEAFARER Sloop, O/B ... 4,500  
24' I/BOATS w/O/Bs ... 5,000-6,500  
22' TANZER Sloop ... 4,250/offer  
20' CAL Sloop ... 1,200

40' SALMON Trlr w/comm'l license, rebuilt 671 diesel ... 2,400  
39' MEDITERRANEAN SF, '92, twin dsl, os new ... Asking \$185,000  
39' STEPHENS Sdn, '39, classic ... 28,500  
38' LAGUNA FB SF, twin Cummins dsls, gen, dean, loaded ... Ask \$110,000  
38' CHRIS Sdn O/B, perfect ... 39,000  
38' CHRIS CRAFT SF, twins ... 20,000  
37' CHRIS TRI-CAB Connie, twins 25,500  
36' CHRIS EXPRESS Csr, twins ... 7,000  
34' JEFFRIES EXPRESS, twins ... 32,500  
33' PACEMAKER, twins, gensel ... 6,500  
33' CRUISERS Inc, twin, lk new 48,500  
32' STEPHENS, '47, sed. cruise 15,000  
30' TOLLYCRAFT F/B, twins, fg 24,000  
30' COMMERCIAL, excellent gear & cond. w/SF HERRING PERMIT try 45,000  
30' CHRIS CAVALIER, exc cond ... 17,500  
30' EO MONK Sdn, dsl, classic ... 8,500  
28' HUNTER Sdn, nice ... 6,500  
27' REGAL Classic 233 w/trlr ... 45,000  
24' OWENS Cruise, trlr, V8 S, 5,500/offer  
24' SEA RAY w/trailer ... 8,000/offer  
24' BELL BUOY, I/O, nice ... 9,750  
22' FORMULA 315, I/O ... 15,000  
20' SEA RAY AMBERJACK w/trlr ... 8,500  
THESE & MORE AT OUR DOCKS & ELSEWHERE

**POWER**  
70' FANTAIL M/Y ... 149,500  
65' CHARTER YACHT ... 275,000/offer  
65' WHEELER M/Y, '31 ... 95,000/offer  
55' CLASSIC/Choracter, dsl ... 7,500  
52' STERNWHEELER, lvbrd ... 76,000  
46' CHRIS CONNIE, dsl, loaded 69,000  
43' STEPHENS, '31, raised deck, tri-cabin, plumb bow, perfect, twins Ask \$65,000  
43' MATTHEWS F/B ... 35,000/offers  
42' TROJAN, loaded ... 42,500  
41' CHRIS CONNIE, twin V8 27,500/offer



**38' CHRIS CRAFT CONSTELLATION.** Full Delta canvas, twin 350 V8s, 6.5k gensel, VHF, depth, etc. Full galley, microwave. Exdt. cond. Asking only \$34,500.



**47' O.D. GARDEN PORPOISE KETCH.** Rare ah stateroom model. Dsl, all teak, fireplace. Good cruiser with charm. Asking \$75,000.

## SEA VOYAGER



### ANGLEMAN SEAWITCH CUTTER KETCH

36' LOD, 49' LOA, diesel, custom dinghy, staysail rig, Gaff main.  
She is in absolutely show boat condition and ready to cruise. Must be seen! Asking \$69,500.



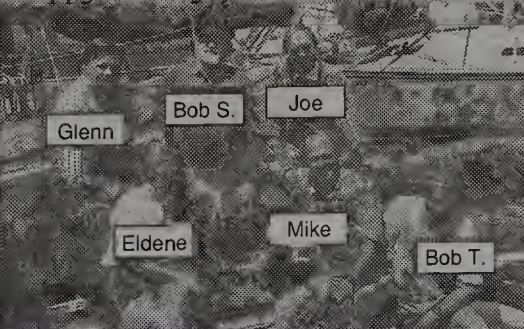
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**(415) 485-6044 • FAX (415) 485-0335**

e-mail: [norpac@ricochet.net](mailto:norpac@ricochet.net)

Happy Holidays from our Crew to Yours

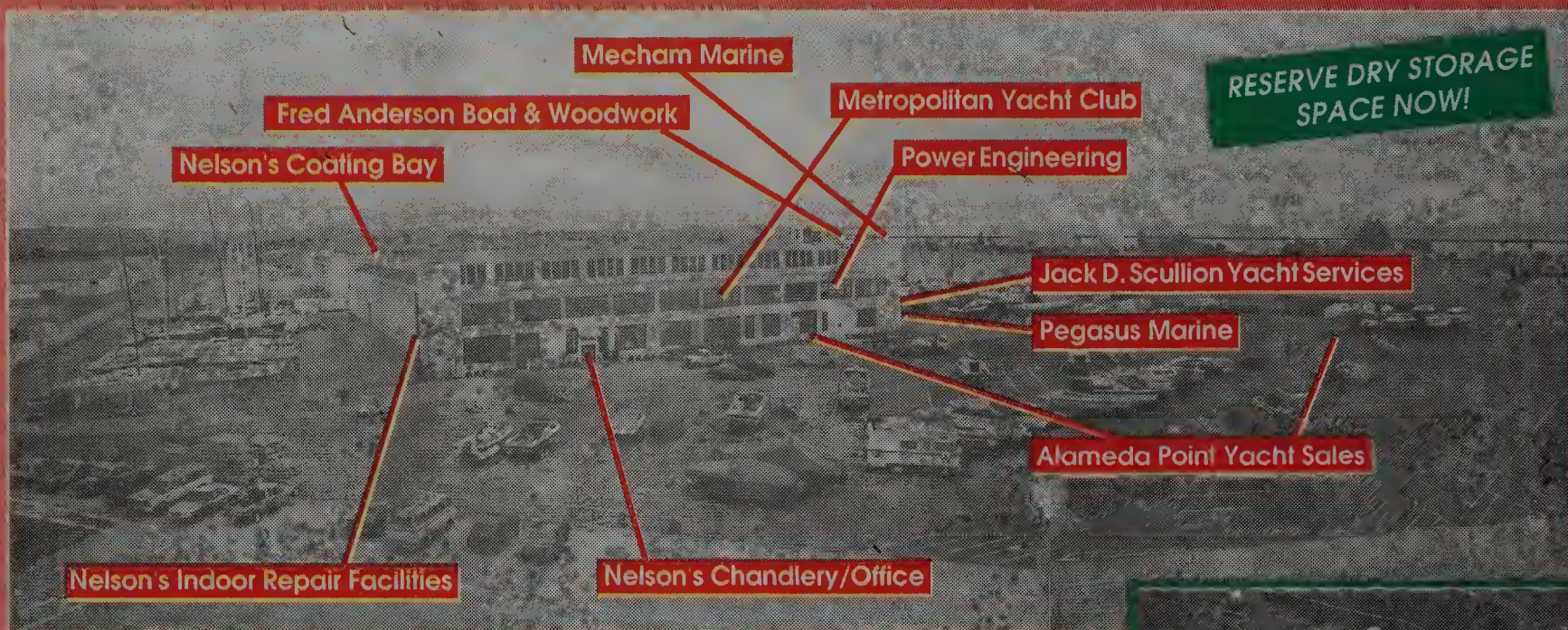


We are always looking for good listings and would love to sell your boat. Just call!



# Nelson's New Location

## Northern California's Largest Indoor Facility



Our complete 6 1/2 acre site and 55,000 square foot building has room for you!

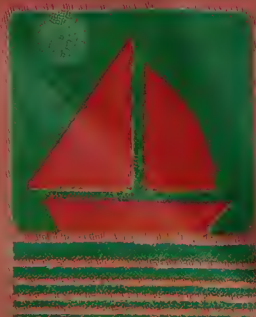
### Only Nelson's Offers: • Indoor Bottom Jobs!

- Guaranteed Blister Repair – 10 year transferrable warranty
- Naval Air Station provides ultimate security
- Expansive Yard, Indoor Work Area, Dry Storage and Docks reached efficiently with our new fleet of electric vehicles
- Free 10-Point Inspection Program on all hauled vessels – a Nelson's first!
- Indoor Spray Booth up to 72' • 800' of new docks

*Easy Access from All Points on the Bay!*

- CHANDLERY – OVER 30,000 ITEMS AVAILABLE COMPETITIVELY PRICED WITH THE LARGE DISCOUNT STORES
- EXPANDED LOCATION AND FACILITIES IN THE HEART OF THE BAY
- 55-TON TRAVEL LIFT HANDLES BOATS TO 72' IN LENGTH

**PETTIT**  
marine paint



**Nelson's Marine Inc.**  
THE BOATOWNER'S BOATYARD  
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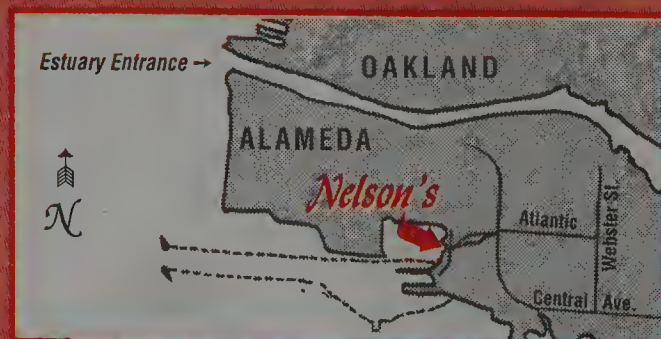
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www.sfboating.com/nelsons  
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Alan Kelly's new J/105 receives new topsides & bottom job.

### Also located at the new Nelson's Marine Complex:

Mecham Marine Diesel Specialists  
Jack D. Scullion Yacht Services Rigging & Electrical  
Fred Andersen Boat & Woodwork  
Metropolitan Yacht Club  
Pegasus Marine Marine Systems  
Power Engineering Waterfront Construction  
Alameda Point Yacht Sales Now Open  
**New** Commercial Divers – Bottom Cleaning



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